

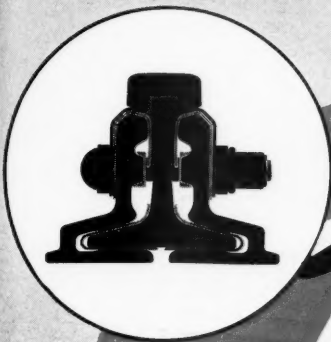
Railway Age

MARCH 13, 1943

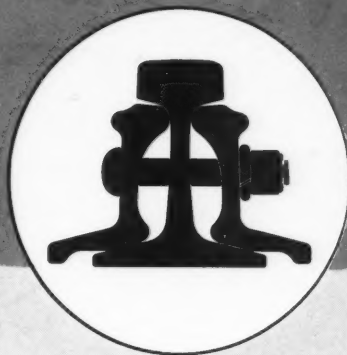
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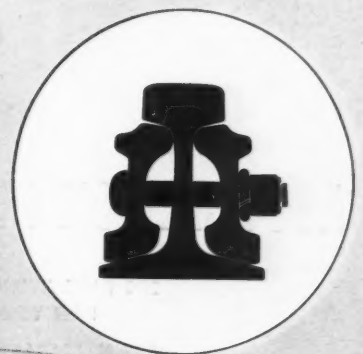
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The Week at a Glance

HOW SANTA FE DOES IT: The nature of the operating problem faced by the Santa Fe's coast lines—in handling the war traffic load in that dynamic territory—is revealed herein in an article by our transportation editor. The steps the Santa Fe has taken to digest this extraordinary diet are set forth. "Social gains"—in the form of "full crew" laws and a 50-car-limit on trains through Cajon pass are not helping any.

GOAT GLANDS FOR POWER: Unable to get new locomotives in the needed quantity, the Baltimore & Ohio has met its necessity in part by performing some localized surgery on numerous 2-8-2's which has greatly increased their productivity. The operation and its gratifying results are outlined in an article in these pages. Cylinders were rebored to gain $\frac{3}{4}$ in., boiler pressure was stepped up and larger drivers applied. Some of the Mikes have been converted to 4-8-2's and still further improvements provided. All have been given much greater fuel and water capacity.

ENGINEERING OUTLAYS: It looks like the railroads are going to spend more than a billion dollars on improving, extending and maintaining roadway and structures in the current year—details being surveyed elsewhere in these pages.

WHY "ABSENTEEISM"?: Some of the reasons why employees do not show up for work—where they are badly needed to prevent unsatisfactory handling of essential traffic—are examined in an editorial herein. By personal calls at the homes of absentees and tactful, sympathetic explanation of the importance of their work to the national interest, one operating officer has improved performance on a strategic operation. Better facilities for the comfort of employees on this job have also helped. There seems to be some evidence that large paychecks induce absenteeism—which, if a general condition, would be another instance of "social gains" for the few being promoted at the expense of military security for everybody.

FUEL FIGURES VS. FACTS?: There is an apocryphal story to the effect that an officer responsible for locomotive operation was asked by the head of the operating department to bestir himself to produce more gross ton-miles per pound of fuel—and his reply was: "Give me more gross ton-miles to move, and I will." An editorial in this issue examines some figures on fuel performance and derives therefrom a modicum of skepticism of the significance of such statistics in a period of great change in the volume of traffic.

PASSENGER PROGRESS: Passenger traffic volume on the railroads in 1942 was larger, even, than in 1920, but the number of passengers was 47 per cent less than in that previous "peak" year. The increase in the load came from the much greater length of the passenger's average journey.

The public, in other words, requires more passenger service from the railroads than it did in 1920—but the characteristics of its demand have undergone revolutionary change. An editorial herein examines the nature of this change, and concludes that it has been in the line of economic progress. The railroads, that is, have relinquished light-load, short-haul business—which newer agencies can serve more cheaply and conveniently—and are concentrating on heavier-volume movement, where they have no rivals for economy and comfort. Further progress in the direction of abandoning light loads and short hauls would enable the carriers still more to improve the convenience and economy of the service to which they are naturally adapted.

TAIL WAGS DOG: Speaking to truckmen in Philadelphia last week, Mr. Eastman gave some significant truck statistics. There are, he said, 4,600,000 trucks (not counting the military). Of these, 1,000,000 are on the farms and 3,000,000 more of them are in private hands. Only 600,000 (13 per cent) are for-hire—and much the greater part of this 13 per cent is engaged in local transportation, not competitive with the railroads. What a contrast such facts make to the reckless claim of the Trucking Association that these vehicles "with one-twentieth the railroads' capacity, handle one-fourth the freight!" It is obvious that only a tiny fraction of trucks afford a parallel service which can be compared to that of the railroads. It is equally clear that spokesmanship for 4,600,000 trucks has been assumed by a group whose operations are entirely different from, and possibly often antagonistic to, those of the great bulk of truck transportation. It is as if tugboat operators for the railroads should do all the talking for the railroad industry, claiming the entire industry's accomplishments as their own.

EASTMAN WARNS UNIONS: Mr. Eastman reminded a group of truckmen—including union employees—in Philadelphia last week of the days when industry misused its great political power, and, because of this abuse, lost its political leadership. He is "happy over the better wages and working conditions" which rising political power of the unions has helped to bring. Nevertheless, he fears union prestige is now "in some danger." Their new authority has "gone to their heads somewhat." Continuing, he said: "They demand that business men be held to public accounting, but are they willing to be so held themselves? There is danger of a public reaction against labor unions, and already I see signs that it is setting in." When as objective and unpartisan an observer as Mr. Eastman notes this development, wise and temperate men might find it advantageous to pay him some heed. However, he has uttered this warning before—without noticeable effect. Persistent abusers of political power always persuade themselves that opposition to them is temporary—that it is non-cumulative and will "blow over."

WHO THE SCRAPPERS ARE: Practically every railroad has named one of its officers as head of its salvage campaign—the work being organized systematically, like the operations of a regular department. Indicative of the magnitude and thoroughness of this effort, our purchases & stores editor presents herein, road by road, a "who's who" list of these leading "scrappers."

STRAW IN THE WIND?: Both houses of the Ohio state legislature, the Associated Press reports, have voted overwhelmingly to ask Captain Eddie Rickenbacker to address them in a joint session. At the same time, the lower house voted unanimously against inviting A. F. Whitney to address a similar session. From Mr. Rickenbacker's recent writings and his address to the New York legislature, the Ohioans cannot be under any misapprehension as to the nature of his views on important public questions. Neither is it likely that informed people in Mr. Whitney's own state are any less well-acquainted with the social philosophy which he expounds. They are more interested in military safety than in "social gains."

HITLERIAN PLAN FOR U. S.: Mr. Roosevelt's "planning arm," the National Resources Board, has presented its comprehensive recommendations for a semi-socialized economy following the war (obviously a New Deal step-by-step stratagem for ultimate totalitarianism—as was pointed out in the editorial "Half Slave, Half Free" in our February 27 issue). The part of this scheme applicable to the railroads (deeply clever, because superficially appealing to unwary well-wishers) is reviewed in the news pages herein. A "National Transportation Agency" is called for which would finance and bureaucratically control a vast new investment in transportation—making existing private companies a mere feeble appendage thereto. The project, essentially Hitlerian, is also garnished with typical Hitlerian bait, viz., jobs and "security" for everybody.

WHO WILL PAY FOR IT?: It strikes your reporter that some of these "planners" might profitably devote a fraction of their confessedly superior intellects to some consideration of where all the money is to come from to pay for their gargantuan post-war projects. When the war ends, its cost will still be largely on the cuff—and taxpayers may have lost some of their zeal for turning over a fourth or half of their pay to the government. At that time, a proposal to put all governmental economic services (such as power and transportation) on a basis of self-support (or even, if possible, of profit) may be more attractive to tax-weary citizens than further additions to their burdens. And, of course, such a policy would also revive investment and employment in private enterprise—thus preserving our freedom, the defense of which is the only reasonable motive for fighting the war.



G
LOCOMOTIVES

BENJAMIN FRANKLIN once said, "For want of a nail the shoe was lost; for want of a shoe the horse was lost; for want of a horse the rider was lost; for want of a rider the battle was lost; for want of the battle a kingdom was lost—and all for want of a horseshoe nail."

Truer words were never spoken. Time is precious. Delay in getting equipment and supplies to our fighting forces may result in defeat instead of VICTORY. More than 380 General Motors Diesel Locomotive Units, now in freight and passenger service on 27 railroads, are delivering super-performance in meeting the ever-increasing transportation demands by providing—greater hauling capacity—faster schedules—reduction in train miles as much as 50 per cent—greater availability—and release for other important services a considerably larger number of heavy steam locomotives for each Diesel operated.

TRANSPORTATION IS VITAL TO VICTORY

ELECTRO-MOTIVE DIVISION

GENERAL MOTORS CORPORATION

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RAILWAY AGE

The Mediation Board's Opportunity

The National Mediation Board, now restored to its full membership of three, has the opportunity to build for itself a place of prestige and leadership in the field of orderly industrial relations. Indications are not lacking that the new chairman, Dr. William M. Leiserson, may have some such view as this of the task which he has undertaken.

This is not to say that the Board has been in any notorious trouble. On the other hand, its recent performance cannot be characterized as brilliant. For one thing, it has not avoided creating the impression that it is "labor-minded" to a degree inappropriate in an agency cast in the role of unbiased interceder in disputes between unions and management. Then, it was short-handed for the year in which Otto S. Beyer retained his leave-of-absence status, and it was recently left for a month with but one member.

Finally—to its credit, even if not popularly accorded—has been the Board's neglect to qualify as a "war agency" by adopting the trappings of the newer and "emergency-minded" mediators with their synthetic breathlessness. Its principal virtue, that is, being entirely negative, has served along with its deficiencies to deprive it of favorable public attention—or, indeed, of much public attention at all.

But now N.M.B. has a new start. Returning to it from his successful vacation as one of the President's prestige-restorers on the National Labor Relations Board, Dr. Leiserson assumes the dual role of Mediation Board chairman and head of the National Railway Labor Panel which the President established to provide "emergency" adjudication of disputes in the railroad industry without the necessity for taking strike votes.

As suggested above, there are indications that Chairman Leiserson intends to bring to the assignment a type of leadership which was not possible to his short-handed predecessors in the midst of their preoccupation with keeping abreast of the docket. The new chairman's reputation in this line of work has been growing and he is showing an inclination of intention to live up to it and, perhaps, to advance it still further.

The other members of the Board should be able to perform their part in re-establishing the body on a full-time, effective basis. George Cook has been associated with the present Board and its predecessors for 23 years. Former Senator Schwartz's appointment encountered some opposition before it was confirmed in the Senate, where he was assailed as a "lame duck" and a New Deal "rubber stamp." At the same time, he was not without respectable defenders. In spite of the New Deal handicap, however, Mr. Schwartz has evidently acquired considerable understanding of railroads as a result of his membership on the Senate committee on interstate commerce during the period when the Transportation Act of 1940 was under consideration. Expressions from him which we have published in this paper indicate no basic disposition of antagonism to the industry over which, to some degree, he will sit in judgment.

There is a large opportunity open to the Board for effective national service, if it will resolutely and vigorously carry out its functions with judicious detachment and intelligence.

Efficiency
FOR VICTORY

What Causes "Absenteeism"?

The railroads are suffering, along with other vital war industries, from the handicap of unnecessary "absenteeism"—which reduces the effectiveness of our domestic support to the fighting forces. Everybody, including the absentees, has sons or other relatives and friends facing the nation's enemies—hence harmful absenteeism can be explained only by the failure of those who stay away from their work to understand the important connection which exists between the work they do and the physical safety of the men who are exposed to enemy attack. To awaken such understanding is a duty of leadership—that of the nation, of industry and of the labor organizations.

On an important railroad operation on a recent holiday a general officer was on the job. About a dozen badly-needed employees failed to show up for duty. This officer with the supervisor in charge made a personal call to the home of each absentee. One was ill. Another was visiting with a soldier son about to leave for overseas. The rest of them were just taking a holiday for themselves. This officer did not chide these men. He greeted them goodnaturedly, but he explained to each of them how important this particular operation was to the war and how the help of each one of them was needed to make this operation a success. Several of the absentees dropped their holidaying then and there and went back to work. It is certain that all of them from now on will feel a deeper sense of the importance of their work and of their responsibility for the success of the national effort for victory.

More comfortable facilities for the employees on this operation are also improving its attendance record. Tangible evidence from management that it is impressed with the importance of these men's work tends to arouse a parallel opinion in the men themselves.

Can it be possible that railroad employees are responsible and patriotic in *indirect ratio* to the "social gains" they enjoy? It is not safe to generalize from a few cases, but consider this: Wage rates for a given craft are the same throughout a certain railroad system. It has been noted that the ratio of absenteeism runs higher in those places where the cost of living is the lowest. Seemingly, the more spare money the men have in their pockets, the less concerned they are about working every day. One railroad officer has noted that the percentage of absenteeism appears to be greater among the older employees—not because they are weak or infirm, but because their expenses are relatively low, compared to men with growing families on their hands; and they can afford to take their ease more often.

If evidence of this kind is available on a general scale it should be presented to the federal authorities charged with adjudicating wages. If unduly generous wages are handicapping the war program, that fact should be known both to the authorities and to the public.

It is evident that more can and should be done to arouse the practical patriotism of the "soldiers of trans-

portation." More popular publicity, especially by the government, to draw attention to the vital connection which domestic mass transportation has with the safety and effectiveness of our armed forces, is definitely needed. The film "Troop Train," noticed in these pages in our February 27 issue, was a beginning in the right direction—but only a beginning.

Do Fuel Figures Tell All?

There is hardly a railroad of any size in this country that does not have one or more men in its mechanical or operating departments whose responsibility it is to see that locomotive fuel is used efficiently. Because the fuel bill of the average railroad represents such a large part of its operating expense, management has demanded that the fuel cost be kept at a minimum consistent with satisfactory operation. The character of coal used varies widely in different localities. This has led to a multitude of developments and experiments with front ends, drafting, grates and ash pans. The road that must burn poor coal of relatively high cost quite often does the job with real efficiency.

Over a period of years it has become common practice to accept pounds of coal per thousand gross ton-miles as the measure of fuel performance and, used as a measuring stick, this figure serves as a comparison of the performance of locomotives on a given road between two periods, such as the same months of successive years. More than that, it is quite often accepted as a basis of comparison of locomotives on different roads where the character of motive power and of the territory makes it obvious that conditions differ so widely that no such comparison could be accurate.

It may seem like rank heresy to question the value of a figure that has served the industry so long and so faithfully, but when railroads are operating at the high traffic volume prevalent today there is always the uncomfortable feeling that possibly the low fuel performance figures are due more to the fact that gross ton-miles are high than that fuel consumption per unit of work done is low. The comparative figures of four typical railroads appear below. Do such figures prove that fuel economy is being effected?

We wonder if there are not a lot of railroad men who are deceiving themselves by assuming that fuel

Fuel and Locomotive Performance—Four Typical Railroads

Road No.		Fuel per 1,000 GTM lb.	Tons of Fuel Used	Loco. miles (000)	Gross ton-miles (000)
1	1938	99	225,460	2,838	586,017
	1942	93	411,092	4,432	1,110,831
	Increase	...	83%	56%	90%
2	1938	96	719,452	6,288	1,815,144
	1942	91	1,198,724	9,104	3,104,383
	Increase	...	66%	44%	71%
3	1938	97	165,594	2,086	466,811
	1942	84	228,262	2,492	667,311
	Increase	...	38%	19%	43%
4	1938	76	941,835	7,505	2,239,386
	1942	71	1,407,503	10,548	3,493,446
	Increase	...	49%	40%	56%

is being used in accordance with the best possible practices just because the figure in pounds per thousand gross ton-miles is dropping. Possibly unusually high tonnages hauled over long distances with relatively small increases in locomotive-miles are diverting attention from wasteful fuel practices at a time when the need for economy is greater than ever.

Drastic Change in Travel Demand on the Railroads

The volume of passenger traffic moved by the railroads in 1942 was larger than that of any preceding year, but the number of passengers carried broke no records. This seeming paradox arises from the fact that, while the number of people who rode the railroads in 1942 was not large by comparison with the early 'Twenties, the average railroad traveler took a much longer ride in 1942 than he did in the 'Twenties.

Complete figures are not yet available for the entire year 1942, but the totals for eleven months are sufficiently representative to permit definite conclusions

eled 79 miles, on the average, whenever he rode, and the 1920 patron went only 38 miles. These figures suggest the superiority of the motor vehicle for short-haul service, but they indicate also a persistent demand for railroad service for longer journeys. There is no doubt that this development is in the direction of progress because, the more the railroads retire from local, short-haul, small-quantity service—concentrating on handling long-haul business in large quantity—the better and more economical service they are able to offer in the long-haul field, where growing public patronage testifies that a public need exists.

The abandonment of "accommodation" and other such lightly-patronized trains by the public has permitted the railroads to discontinue many such "red-ink" services. This has resulted in the average passenger train carrying many more passengers in 1942 than in 1920 (122 per train in 1942 and only 85 per train in 1920). This economy has, it is true, brought only relative rather than positive financial benefit to the railroads, but it certainly has worked to the advantage of their patrons—who, in 1920, paid an average of 2.71 cents per mile for train travel and only 1.92 cents in

How Passenger Traffic Characteristics Are Shifting
(Eleven Months' Figures)

	1942	1941	1933	1920	% 1942 of 1941	% 1933 of 1920	% 1942 of 1933	% 1942 of 1920
Miles of Road	164,190	167,965	215,961	223,909	98	96	76	73
Rev. Passengers Carried (000)....	601,972	441,854	394,157	1,133,535	136	35	153	53
Rev. Passengers-One-Mile (000)...	47,357,474	26,304,880	14,854,075	43,198,479	180	34	319	110
Passenger Revenue	\$909,131,153	\$460,764,729	\$299,703,046	\$1,170,458,481	197	26	303	78
Psgr. Service Train Rev.	\$1,115,067,574	\$626,302,923			178			
Passenger Train-Mi.	389,606,939	367,019,767	352,273,000	507,989,000	106	69	111	77
Psgr.-Carrying Car-Mi. (000).....	2,038,180	1,658,534			123			
Mi. Per Passenger Per Road....	78.7	59.5	37.7	38.1	132	99	209	207
Rev. Per Passenger Mi. \$	1.92	1.75	2.02	2.71	110	75	95	71
Rev. Psgr.-Mi. Per Train-Mi.	121.6	71.7	42.2	85.0	170	50	288	143
Rev. Passengers Per Car-Mi.	23.2	15.9	10.2	20.0	146	51	227	116
Psgr. Train Cars Per Train.....	9.1	8.5	7.4	6.4	107	116	123	142

(i. e., by making comparisons with similar eleven-month totals of preceding years). For example, in the first eleven months of 1942 the railroads carried 10 per cent more "passengers-one-mile" than they did in 1920 (the previous year of highest passenger traffic volume), but the number of their passenger patrons was still 47 per cent less than in 1920.

The divergence between these figures of "passengers carried" and "passengers-one-mile" is of the greatest significance—both to railroad management and to the public men who shape national transportation policies. The divergence indicates that, while the American people need the railroads today to provide them just as much, and even more, passenger service than they have ever been asked to furnish in the past—nevertheless the public does not require railroad service for short local rides to nearly the same degree that it did back in 1920. Despite gasoline and tire rationing, the public has not flocked back to the railroads for the frequent short-haul service which was demanded of them in 1920. In the first eleven months of 1942, the average American took a railroad trip once in about every 10 weeks. In the same period in 1920, his patronage was much more frequent—almost once a month. But the 1942 rider trav-

1942, a saving of almost one-third. The fewer the non-profitable, short-haul, lightly-patronized trains the railroads are forced to run—by public clamor and by orders of regulatory authorities—the more economical and convenient service they will be able to provide on runs where customers are available in large numbers.

Passenger service on most railroads, under the most favorable circumstances, cannot be expected to show large profits, when considered independently of freight service. On the other hand, sound public and railroad policy both demand that passenger service be made as profitable (or, at least, as nearly self-sustaining) as possible, in order not to put an unfair burden on freight service. This being the case, it follows that the public interest—as well as the interest of the railroads and their freight patrons—is served every time a hopelessly "red-ink" train is withdrawn from service. It is said that "the shoemaker should stick to his last"—which, being true, means that the railroads should concentrate on the kind of service where volume is large and growing, withdrawing as rapidly as they can from service which relatively declining patronage warns can be provided to greater public satisfaction by buses and private automobiles.

Santa Fe Coast Lines Serve Area Important to War Effort

Handle large increases in passenger and freight traffic despite manpower shortage and other difficulties

THE Coast Lines of the Santa Fe handled more than twice as much traffic in 1942 as in 1929. In the first ten months of 1942, its gross ton-miles were one-sixth greater than in the entire year of 1941, which was the previous record year. Moreover, last year's freight traffic consisted largely of highly important wartime shipments while much of the passenger traffic consisted of troop movements. This traffic was handled with materially less than a proportionate increase in freight train-miles and with a material decrease in passenger train-miles as compared with 1929. What has happened on these Santa Fe lines in the vital Pacific Coast area is shown in Table 1, from which it will be observed that not only has the traffic increased hugely, but that its direction has changed materially as to east-bound and westbound tonnage, converting the Coast Lines from a preponderantly originating carrier to a delivering carrier.

The Coast Lines Serve Strategic Areas

The Coast Lines consist of that portion of the Santa Fe system west of Albuquerque, N. M., and Belen and comprise about 2,500 miles of lines in three states. Of

plete staff; on other divisions, 3 additional assistant superintendents and 5 new trainmasters were added and the yard supervisory forces have been expanded considerably.

Topography Adds to Operating Problems

As will be seen from the accompanying map, the Coast Lines comprise the main line of the Santa Fe between Belen, N. M., and Los Angeles. From Belen, at an elevation of 4,500 ft. above sea level, the line climbs to the summit of the continental divide at 7,248 ft., just east of the Arizona-New Mexico state line. After descending to Winslow, 4,856 ft., the line climbs again to nearly 7,000 ft. just east of Williams, then drops to an elevation of less than 500 ft. at the crossing of the Colorado river. While no such high altitudes are reached in California, steeper grades and more curvature are encountered in traversing the more abrupt slopes of the mountains of that state.

The long climb over the continental divide in Arizona

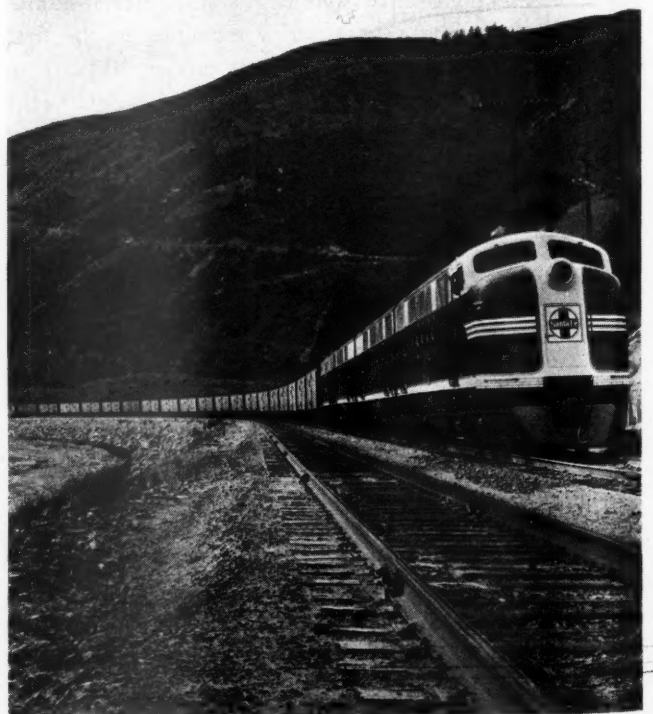
Table 1. Comparative Operating Statistics
A. T. & S. F.—Coast Lines

Year	Gross Ton-Miles (Thousands)	Net Ton Miles East	Net Ton Miles West	Net Ton Miles Total	Freight Train-Miles	Passenger Train-Miles
1929	11,466,844	2,352,815	1,505,399	3,858,214	6,233,845	7,061,582
1937	11,658,775	2,214,151	1,484,932	3,699,083	6,524,193	5,721,602
1938	10,437,260	2,044,280	1,147,017	3,191,297	5,765,539	5,884,272
1939	11,151,649	2,212,483	1,286,501	3,498,984	6,189,304	6,350,913
1940	13,393,338	2,586,119	1,518,370	4,104,489	7,271,777	5,924,552
1941	18,997,985	3,484,708	2,762,347	6,247,055	10,170,903	6,278,281
1942 (10 months)	21,907,274	3,811,575	4,120,311	7,931,886	10,367,791	6,370,389

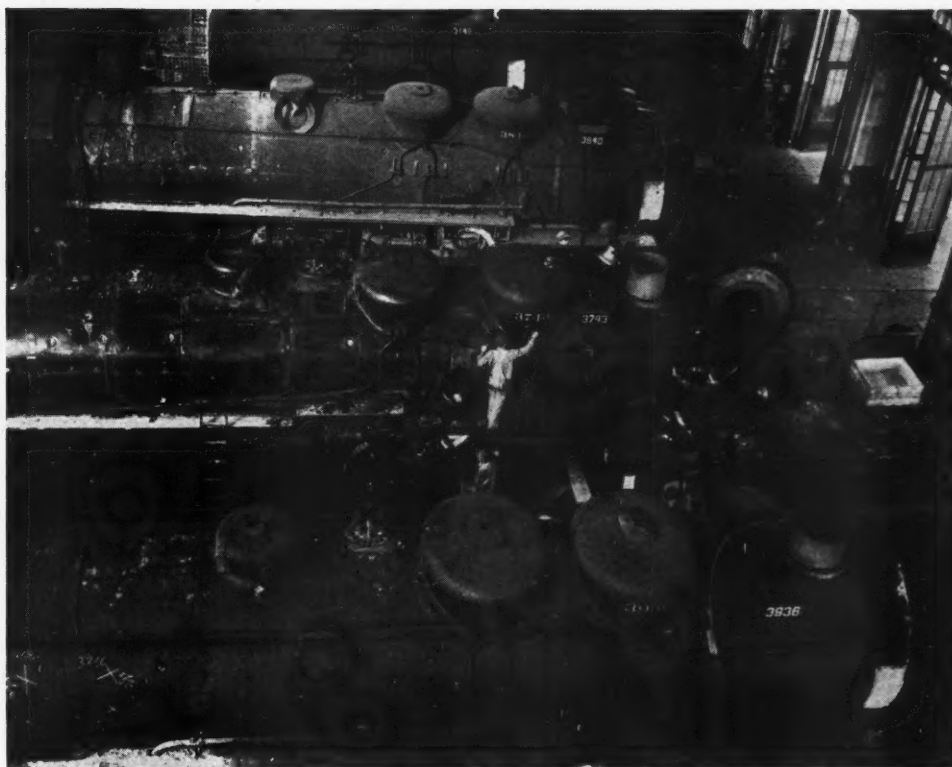
this total, 860 miles is double track, mostly on the main line between Albuquerque and San Bernardino, Calif. For organization purposes, this mileage is divided into four line and one terminal divisions. The mileage of the various divisions is as follows:

Division	Main Line	Branches	Total Line	Second Track	Total Track
Albuquerque	440	431	871	405	1,276
Arizona	456	133	589	350	939
Valley	301	221	522	6	528
Los Angeles	324	171	495	98	593
San Francisco Terminal	15	...	15	...	15
Total	1,536	956	2,492	859	3,351

The Coast Lines are under the jurisdiction of a general manager, with headquarters at Los Angeles. Since the on-rush of business, an additional assistant general manager has been appointed and a new position of assistant to the general manager has been created. The San Francisco Terminal division, which had been abolished during the depression, was re-created with a com-



Diesel-Electric Road Freight Locomotives Are Relieving the Power Situation on the Coast Line



Locomotives Are Repaired Faster Than Ever Before in the San Bernardino Shops

is accomplished with ruling grades of 0.6 per cent. In contrast, the abrupt drop from Summit, Calif., 3,822 ft., to San Bernardino, 1,079 ft., in a distance of 25.4 miles, requires 2.2 per cent grades against eastbound traffic, while on the Tehachapi line of the Valley division, 2.2 per cent grades uncompensated are encountered. Even on the Los Angeles-San Diego line, which runs along the Coast for most of the distance, 2.2 per cent grades and much curvature are encountered in crossing a rugged range of hills immediately north of San Diego.

Two stretches of track in California where the most adverse conditions are encountered are operated jointly. Between Riverside, Calif., and Daggett, 101 miles, the track is owned by the Santa Fe and used jointly with the Union Pacific. This line, which climbs the Cajon pass, is entirely double-track with the exception of four miles between High Grove and Colton. Climbing the

Tehachapi mountains, the Santa Fe uses the single-track line of the Southern Pacific between Mojave and Kern Junction, 67 miles, on which as many as 60 trains per day are frequently operated.

Basic Operating Changes Necessary

Normally, one of the principal sources of Santa Fe tonnage consists of fruits and vegetables grown in numerous sections along the main and branch lines in California and near Phoenix in the Salt River valley of Arizona. Ordinarily, carload traffic in branch line territory is assembled by perishable runs that fan out from concentration points, distributing empty refrigerator cars and collecting loads, while less-than-carload traffic on many of these branches is handled by the large rail-highway co-ordinated service built up by the Santa Fe Transportation Company, a Santa Fe truck subsidiary. Present conditions have required a material change in these operations, since military encampments along the branches throughout the Coast Lines now require a different type of service. As a result, inbound construction materials, food, other supplies and munitions require the operation of many special trains, entirely apart from the tremendous troop movements the Santa Fe is called upon to handle.

A further highly important factor is the largely increased industrialization of the West Coast in the last few years. The effect of this is well illustrated on the San Diego line, which, in 1942, handled 170 per cent more freight and 80 per cent more passengers month after month as compared with 1940, when the intensive industrialization of this area began. Train movements on this single-track line are rapidly approaching an average of 50 per day.

The Coast Lines receive most of the westbound traffic in trainload lots at Belen, N. M. Traffic destined for New Mexico and Arizona points is a relatively small percentage of the total and the majority of the traffic



Schematic Map of the Busy Southern California Lines



The Coast Lines of the Santa Fe Operate Through Several Mountain Ranges

moves through, in solid trains, to Barstow, Calif., 710 miles from Belen, where the first major yarding takes place, to separate northern from southern California freight. Here also cars for southern California must be broken up into 50-car lots to be taken over the Cajon pass into San Bernardino, an arrangement that was entered into as a "safety measure" on the 2.2 per cent grade in 1903—which the brotherhoods are still clinging to as a "right" 40 years later, even though equipment has been improved greatly and even though we are now in war.

The yard at Barstow is operated jointly by the Santa Fe and the U. P. The increased traffic through this yard is indicated in Table No. 2, which shows the number of cars handled in the last four years. It will be noted that this first passed the 100,000-car per month figure in July, 1941, since which time it has never gone

Fresno and elsewhere. Southern California traffic moves southward over the Cajon pass into San Bernardino. The movement through this yard, exclusively Santa Fe, is indicated in Table No. 3. It will be noted that the 100,000-car figure was first reached in this yard in June, 1941, and has continued above this level ever since. As an example of the heavy work in this yard, car inspectors

Table 2. Freight and Passenger Cars Handled in Barstow Yard

Month	1939	1940	1941	1942
January	51,969	56,815	75,777	118,790
February	43,421	52,459	70,471	105,932
March	52,879	63,465	78,333	119,528
April	53,380	68,769	81,166	125,002
May	56,797	73,807	93,805	139,473
June	71,917	77,222	96,579	144,638
July	63,350	69,425	103,200	133,996
August	60,447	69,230	103,250	143,640
September	61,352	72,770	100,416	140,802
October	78,774	86,343	114,463	147,238
November	58,068	79,325	111,137	
December	60,395	75,369	112,259	
Total:				
10 Months	594,286	690,305	917,460	1,319,039
Year	712,749	844,999	1,140,856	

under that figure and is now approaching 150,000 cars per month.

From Barstow, cars for the San Joaquin valley, northern California and the San Francisco Bay area move northward over the Tehachapi line. As much pre-classification is done at Barstow as is possible under present conditions to relieve the smaller yards at Bakersfield,

Table 3. Freight and Passenger Cars Handled in San Bernardino Yard

Month	1939	1940	1941	1942
January	64,478	67,840	89,078	116,464
February	55,627	65,686	83,550	106,730
March	67,902	76,430	97,531	113,635
April	67,971	72,143	94,044	115,348
May	60,388	68,333	95,721	122,392
June	60,747	74,020	100,160	121,617
July	61,650	70,411	107,134	127,322
August	63,783	73,076	105,292	126,274
September	65,919	73,745	100,548	122,557
October	74,621	84,533	110,941	130,166
November	64,088	76,816	108,146	
December	64,587	76,053	108,621	
Total:				
10 Months	643,086	726,217	983,999	1,202,505
Year	771,761	879,086	1,200,766	

there inspected 29,507 freight trains in the first 10 months of 1942, or 15.3 per cent more trains than in all of 1941. This total of nearly 3,000 trains per month must be inspected unusually carefully, as the cars have either just come down or are about to go up a 2.2 per cent grade with considerable curvature.

The double-track line from Belen, 815 miles, ends at San Bernardino. From this point to Los Angeles, the Santa Fe has two main lines, one via Pasadena (60 miles), the other via Riverside and Fullerton (71 miles), both of which cross the Coast range. The longer line has fewer and less steep grades and less curvature and, while the two lines are used, in a sense, as double-track so far as through business is concerned, the greater percentage of the freight tonnage moves over the longer line, while the through passenger trains use the shorter line in each direction.

At San Bernardino, the 50-car trains coming down the hill are rebuilt into more efficient operating units. Classification also takes place here to segregate the cars for the San Diego line. The crews from this latter line operate through between San Diego and San Bernardino via Orange. A "close-up" of these operations in the area south and west of San Bernardino is given in the accompanying schematic map.

Improvement Program Aids Operations

For several years it has been the ideal of the Santa Fe to produce and maintain a strong, well-built double-track line, with minimum curvature and low grades between Chicago and the Pacific Coast. The Coast Lines have benefitted materially from this program, several of the major projects of curve elimination and grade reduction having been completed in this territory. Further, after the disastrous flood of 1938, which caused hundreds of wash-outs, and blocked the line for some days, a complete program of improvement was undertaken to prevent any repetition of the disaster. Flood-control work of a permanent nature was installed at all points where any danger existed of interruption to traffic because of floods and the main line of the Coast Lines now approaches as close to a disaster-proof railway as it is humanly possible to make it.

Censorship prohibits the mention of specific engineering projects. It can be said, however, that among many other projects now in various stages of completion, centralized traffic control is now being installed on several miles of important single-track lines to speed up operations. The construction of double-track at the east end of the Coast Lines, between Belen, N. M., and Dalies, 11 miles, is now nearing completion and a further new stretch of double track, between Fullerton, Calif., and Los Angeles yard, 8 miles, will soon be completed. This latter portion of the line not only handles freight between Los Angeles and the East, but is also a part of the busy line between Los Angeles and San Diego. Also, hundreds of miles of sidings and other tracks have been built to serve army, navy and marine depots and new war production plants.

The details of how much of this necessary construction work is being delayed by shortage of labor are given later. It is also being delayed by reason of the fact that contractors' machinery is so difficult to maintain. Because of the difficulty in securing repair parts, on most of the jobs, only about 75 per cent of the construction machinery is in effective service at any one time.

The entire main line between Los Angeles and Belen and also between Barstow and Oakland is laid with 110-lb., 112-lb. and 131-lb. rail. This is one of the results of the continuing improvement program of recent years. In 1942, however, because of priorities, the customary rail-laying program could not be completed. Even so, in the first 11 months, 16 track miles of 112-lb. rail and 91 track miles of 131-lb. rail were laid. During the same period 509,423 new cross ties, all treated, were installed, including 460,290 in renewals and 49,133 in new work.

Utmost Locomotive Utilization Necessary

Locomotives in shops for repairs on the Coast Lines are averaging less than 6 per cent of the total, as compared with about 8.5 per cent last year and approximately 17 per cent in 1940. Every locomotive available is given maximum utilization. The Coast Lines operate a total of 493 superheated and 16 saturated steam locomotives,

in addition to a large fleet of Diesel-electric passenger, freight and switching locomotives which are described in detail later. A comparison of the shop output of steam locomotives shows that 23.3 per cent more locomotives were returned to service after repairs in 1941 than in 1940. The output in 1942 was 17 per cent over 1941, and 45 per cent over 1940. The principal repair shops for the Coast Lines are at San Bernardino, Calif., where more than 2,000 workers are employed.

To increase the utilization of locomotives, prompt inspection is made on arrival at terminals so that the locomotives may be turned immediately, if possible. By constant supervision to see that locomotives are not delayed, greater utilization has been possible, as indicated by Table No. 4, which shows how the time that locomotives are held for turning has been reduced since 1940, when the performance was considered good. It will be observed that the average time, including all engine district points, has been cut approximately in half.

Diesel-Electric Locomotive Performance

The regular assignment of Diesel-electric locomotives to the Coast Lines includes 6 passenger locomotives, 11 switchers (1 of 600 hp., 10 of 1,000 hp.) and 11 5,400 hp. freight locomotives. Deliveries of the Diesel-electric freight locomotives began in May, 1942, and despite the short time that they have been in operation, methods have been worked out to enable them to be utilized an average of 11,000 miles per month.

They are operated on the main line between Winslow, Ariz., and Barstow, Calif., 460 miles, with intermediate

Table 4. Power Turning Report

Enginehouse	1940	1941	1942
Gallup	10 hr. 20 min.	7 hr. 42 min.	5 hr. 57 min.
Winslow	11 hr. 40 min.	10 hr. 40 min.	7 hr. 6 min.
Seligman	4 hr. 17 min.	3 hr. 58 min.	3 hr. 36 min.
Needles	8 hr. 58 min.	2 hr. 46 min.	1 hr. 21 min.
Barstow	10 hr. 26 min.	10 hr. 15 min.	6 hr. 46 min.
Bakersfield	9 hr. 56 min.	7 hr. 9 min.	6 hr. 53 min.
Calwa	10 hr. 49 min.	11 hr. 41 min.	4 hr. 42 min.
Riverband	9 hr. 2 min.	5 hr. 32 min.	3 hr. 17 min.
Richmond	7 hr. 39 min.	6 hr. 39 min.	6 hr. 7 min.
San Bernardino	10 hr. 18 min.	7 hr. 22 min.	4 hr. 47 min.

Table 5. Freight Diesel-Electric Turning Report

Location	Engine Number	Time Held For Work	Time Held For Call	Direction
Winslow	109	3' 05"	0' 00"	West
	111	2' 35"	0' 00"	West
Seligman	105	0' 00"	0' 00"	East
	106	0' 00"	0' 20"	East
	107	0' 00"	0' 00"	East
	109	0' 00"	0' 00"	West
	111	0' 00"	0' 00"	West
	112-AB	0' 00"	0' 00"	West
	113	0' 00"	0' 00"	West
Needles	114	0' 00"	0' 00"	East
	106	0' 30"	0' 25"	East
	107	2' 05"	0' 00"	East
	108	0' 20"	0' 00"	East
	112-AB	0' 15"	0' 15"	West
Barstow	113	0' 15"	0' 05"	West
	114	0' 15"	0' 00"	East
	108	0' 15"	0' 00"	East
	112-AB	0' 30"	1' 40"	East
	113	0' 10"	0' 00"	West
	114	1' 00"	0' 00"	East

terminals at Seligman, Ariz., and Needles, Calif., operating conditions on this portion of the Coast Lines being such that the greatest utilization can be secured. What is being done is illustrated in Table No. 5, which shows the Diesel-electric locomotive utilization on a typical day in December, 1942. These locomotives were received at the "psychological moment," for without them, the power situation on the Coast Lines might well have become



exceedingly precarious in view of the steadily mounting traffic.

The number of bad order cars on the Coast lines has been reduced materially from the figure that was considered normally good operation only a few years ago. The percentage of bad order cars to total was about 13 per cent in 1940, 7.5 per cent in 1941 and less than 4 per cent in 1942. The 19 car repair shops on the Coast Lines are averaging about 100 fewer cars per day on hand awaiting repairs than in 1941, which was the previous record year.

At the main shops at San Bernardino, 32,540 freight and passenger cars were repaired in the first ten months of 1942. Of these 1,376 received heavy repairs, 14 per cent more than in the same period of 1941. By reclaiming all available scrap material and reusing it, the minimum delay in securing materials is attained.

Labor Situation a Limiting Factor

The Coast Lines of the Santa Fe are keeping the vital military traffic of the nation rolling. A good job is being done in all departments, despite the fact that the incidence of train delays has risen alarmingly. However a much better job could be done if manpower was available to do it and if the management could make the most effective use of the manpower it has. So far as actual train operation is concerned, many of the delays are attributable to the rule limiting trains to 50 cars through Cajon Pass, as mentioned previously and to the California full-crew law. The latter requires a graduated number of brakemen up to six on many grades, depending upon the number of cars over 50 handled down the grade. It is peculiar anachronism of a "make-work" rule kept in effect by the brotherhoods at a time when an acute shortage of manpower exists in train and engine service. The Coast Lines have established an employment agency to recruit manpower and have adopted every other expedient to get men. However, until the California full-crew law and other "make-work" rules are ameliorated, the shortage of manpower will interfere seriously with the proper conduct of transportation.

Non-Ops Base Case on Wage Differentials

A SMALLER percentage increase in wage adjustments received by railroad employees compared with increases granted employees of other industries was alleged as a basis for increasing wages of railroad employees by the non-operating unions in testimony before the emergency board at Chicago. Hearings on the demands of the non-operating unions for a wage increase of 20 cents an hour, a minimum wage of 70 cents an hour and a closed shop, were begun before a three-man emergency board at Chicago on March 1. Under an arrangement with the three-man board hearing the demands of the Brotherhood of Locomotive Firemen & Enginemen for firemen-helpers on Diesel locomotives and a new basis of figuring pay for firemen, testimony on the non-op case is heard each morning. Opening statements in the non-op case were made on March 3 and on succeeding mornings, up to March 9, two employee witnesses have testified and have been cross-examined.

H. P. Melnikow, director of the National Labor Bu-

reau (Pacific Coast Labor Bureau) presented exhibits to show the "disparity" in wages of 73 classes of railroad employees compared with employees of other industries. Employees in industries in former years, he said, have been paid average hourly earnings 5 to 10 cents less than railroad employees, but in 1942 they were receiving from 20 to 50 cents per hour more than the average hourly earnings of the railroad employees represented by the 15 co-operating railway labor organizations. The average hourly earnings of employees in manufacturing industries, as a whole, in 1920, he said, were four cents an hour less than those of the 73 classes of railroad employees, but in 1942 they were receiving 22 cents per hour above the 73.8 cents average hourly earnings of the railroad employees. In 1920, he continued, the employees of the electric power and light industries showed average hourly earnings of 54½ cents, or 10 cents less than the 64.8-cent average for the railroad employees, but in July, 1942, the railroad employees not only lost this differential of 10 cents but were 26 cents per hour behind the average hourly earnings of the electric power and light employees.

Mr. Melnikow also testified that these "inequalities" which in part had existed ever since 1922, had come about in large part as the result of changes during the last two or three years. As a result of these changes, he said, the average hourly earnings of the 73 classes of railroad employees, which were eighth in the rank of industries in 1920, were thirty-second in rank in October, 1942.

Mr. Melnikow also applied a cost of living index to hourly earnings to establish "real" earnings and to show that the "real" wages of railroad workers were less than those of employees of other industries. "Taking into consideration the rise in the cost of living," he said, "the railroad worker's purchasing power had actually shown a reduction since 1939, while other workers have received an increase in their purchasing power of 36 per cent since September, 1939." The "real" hourly earnings of 73 classes of railroad employees, he said, amounted to 62 cents per hour in October, 1942, whereas those of automobile workers amounted to 1.041 cents, those of iron and steel employees 90½ cents, those of foundry and machine shop employees 87.6 cents, those of manufacturing employees 80½ cents and those of rayon employees 55½ cents.

Cross-examination of Mr. Melnikow challenged the basis upon which he based his calculations. At the same time it showed that railway employees are receiving higher pay now than ever before in the history of the railroads and that the inclusion of earnings of low-paid employees, such as dining car employees, tended to lower the averages and distort the picture.

Another witness for the non-operating employees, Eli L. Oliver, introduced exhibits to show that unskilled labor in American industry is being paid 15 cents to 30 cents per hour more than unskilled and semi-skilled railway employees. Section men, he said, were paid an average of 54 cents per hour in October, while unskilled labor in manufacturing industry was receiving 80 cents per hour. In 1920, he continued, section men were within seven cents of the rate for unskilled labor in the country generally, and even as late as 1933 the difference was less than eight cents. Since that time wages of these railway workers, he continued, have lagged far behind those of unskilled workers in other industries so that the railway rates were 14 cents behind in 1935, 19 cents behind in 1937, 22½ cents behind in 1941, and 26 cents behind in October, 1942.

Cross-examination of Mr. Oliver showed that certain

groups of low-paid industrial labor had been omitted from the studies and that if these had been included the differentials would have been eliminated or greatly reduced. Wages paid farm labor, the variation in different sections of the country and the status of employment in the building industry as contrasted to railroad employment were stressed in cross-examination.

On March 9, Mr. Melnikow returned to the stand to introduce additional exhibits covering wages paid industrial workers. Union boilermakers in outside employment, he said, receive up to \$1.75 an hour while railroad boilermakers receive 95 cents an hour. Electricians in outside industry receive \$1.70 and more per hour as compared with 95 cents in the railroad industry, he said.

B. M. Jewell, president of the Railway Employees' Department of the American Federation of Labor, testified, following Mr. Melnikow, to show that the unions now representing the various classes of shop craft employees did not represent them prior to 1932 and in no way were responsible for the changes in differentials that have placed industrial wages ahead of railroad wages. He commented upon the effect of company-dominated unions upon wages and their retarding effect upon union organization, stating that shop craft organization had experienced its greatest success since 1932.

On March 10, Messrs. Oliver and Melnikow returned to the stand to present additional exhibits of wage comparisons to strengthen their testimony. Cross-examination had shown that their previous testimony did not show the true picture, since it omitted wages of low-paid groups in industry and compared the wages of railroad employees in small cities with those of industrial workers in large cities rather than with industrial workers in small cities.

Diesel Demands' Legality Impugned

THE question whether there are Diesel demands before the emergency board hearing the proposals of the Brotherhood of Locomotive Firemen & Enginemen and the Brotherhood of Locomotive Engineers for extra men on Diesels and a new basis for figuring pay was raised when counsel for the carriers called attention to the fact that the copy of the demand filed with the board and marked "duplicate" was not a duplicate of the original demands and therefore constituted new demands, which had not been served upon the railways.

The original demands, which were filed in 1937, included tables of compensation based upon rates of pay prevailing at that time. In December, 1941, employees received an increase in pay and the brotherhoods, instead of serving new notices upon the railroads, revised the figures to correspond with the new rates of pay and labeled the revised copies "duplicate." The counsel for the carriers contended that the reprinted form was not a duplicate as labeled but constituted new demands which should have been served upon the railroads in accordance with Section 6 of the Railway Labor Act which gives the railroads 30 days in which to reply. The counsel for the carriers also disclosed that the new demands had been presented to the mediator handling the Eastern and Southeastern cases and had been shown to the carriers' representatives attending the mediation, but that the Western carriers had never seen the revised demands and in no instances had individual railroads been served with the new demands. Although no motion was

made seeking the dismissal of the case, the carriers' reserved the right to question the legality of the new demands at a later date.

Hearings before the three-man board were started at Chicago on March 1 with sessions each afternoon. After opening statements on March 3, the first witness for the union was D. B. Robertson, president of the Brotherhood of Locomotive Firemen & Enginemen, whose testimony and cross-examination continued through March 8.

Application of the new rates of pay based upon total weight of locomotives was made by Mr. Robertson, whose testimony reviewed the development of locomotives and method of determining wages. Increases in pay of as much as \$1.62 a day were shown to result from the application of the weight-on-driver basis. At the same time it was shown that in those cases in which the application of the new basis would result in lower pay, the employee would continue to receive his present pay based upon weight on drivers.

The firemen, according to the testimony of Mr. Robertson, are basing their demands for firemen-helpers on Diesel locomotives upon safety of operation. He testified that one man left in the cab, while the fireman performs duties in the engine room, is a hazard to the lives of passengers and workers and cited a number of accidents which he said could have been avoided if the engineman had not been alone in the cab. Enginemen, he said, die suddenly and become sick while on duty as do other employees and if a fireman is not in the cab to take over the operation of the locomotive when the engineman becomes incapacitated, serious accidents are likely to occur. He also contended that safe operation is insured when a fireman is in the cab to observe signals and check with the engineman.

The redirect testimony of Mr. Robertson was completed on March 9, at which time Eli L. Oliver took the stand to introduce exhibits showing the development of different types of locomotives and case studies of types that have been superseded.

* * *



C. N. R. Telegraph and Passenger Building in Winnipeg



715th Railway Operating Battalion

THE photographs show the 715th Railway Operating Battalion in training at Fort Northeastern, Hattiesburg, Miss., on the Meridian, Miss.-New Orleans, La., line of the Southern Railway. Announcement of the assignment of the 715th to this location was made in the January 16 *Railway Age*, wherein it was stated further:

"Because of the satisfactory manner in which the Southern Railway System trained its own 727th Battalion, the War Department has selected the Southern for the training of another battalion, it has been announced by Brigadier General Carl R. Gray, Jr., general manager of the Military Railway Service. In making this announcement, General Gray said:

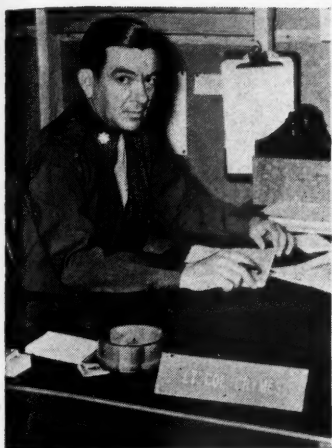
"We have selected the 715th Operating Battalion (affiliated with, officered by, and with a great many of the enlisted men from the Illinois Central) as the battalion which we would like to train on the rails of the Southern Railway in exactly the same manner as we have just satisfactorily completed the training of the 727th. The spirit has been so fine; the character and excellence of the instruction and demonstration by the Southern Railway System employees has been so wonderful, that I have every belief that they will gladly accept this greater responsibility which they are now asked to assume."

At the time the 727th completed its training at this same location, General Gray wrote to Harry A. De Butts, the Southern's vice-president in charge of operation, as follows:

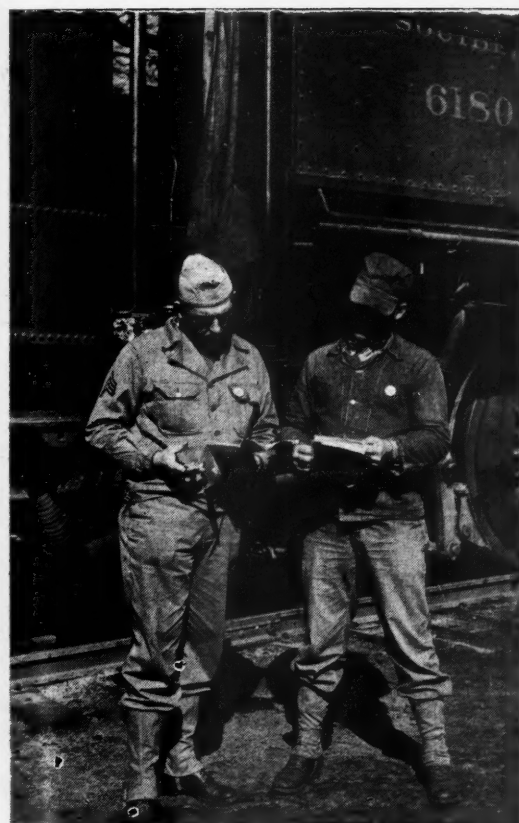
"I am taking this means of addressing you, with the hope that you will find a way to indicate to each individual employee their government's and my personal gratitude and appreciation for their successful co-operation, co-ordination and assistance in the training of the 727th



TOP: Lt. Col. Crymes and the Headquarters Staff. **MIDDLE:** Trainmaster Dunbar Elucidates Operating Rules. **BOTTOM:** Re-railing a Box Car on the S. R. at Meridian, and Lt. Mattingly Supervising a Job on Drivers at the Meridian Roundhouse



LEFT: Lt. Col. Crymes, Commanding Officer of the 715th. RIGHT: Members of the 715th Practicing at Dispatching. BELOW: Army Car Repairers Changing the Wheels of a Truck from a Tank Car



ABOVE: A Soldier Section Gang Installs New Ties on the Southern Railway Somewhere in Mississippi
LEFT: Army Conductor and Engineer, Sergeants in the 715th, Are Checking Orders Before Going Out on Freight Run with Regular N. O. & N. E. Div. Crew

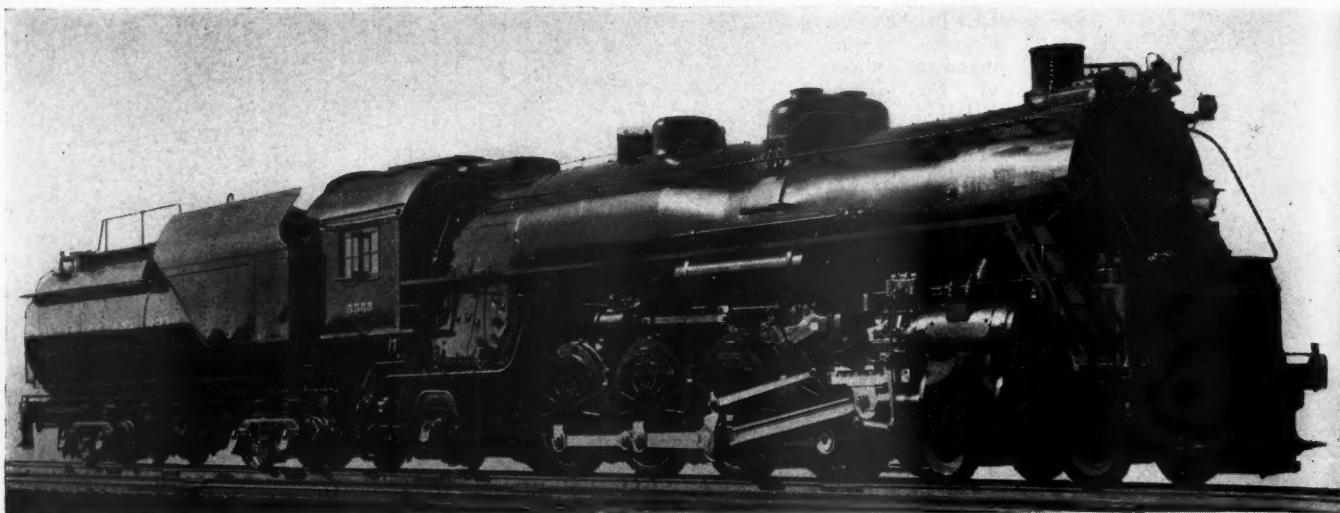
All Photos Courtesy Southern Railway

Battalion. They truly have been soldiers; they truly have been Americans; and they are entitled to and do hereby receive from me the highest praise that I know how to give."

All the accompanying photographs were taken by the Southern's staff photographer—who certainly demonstrates his ability to make his selection of "shots" cover the range of the principal essential phases of railroad operation.

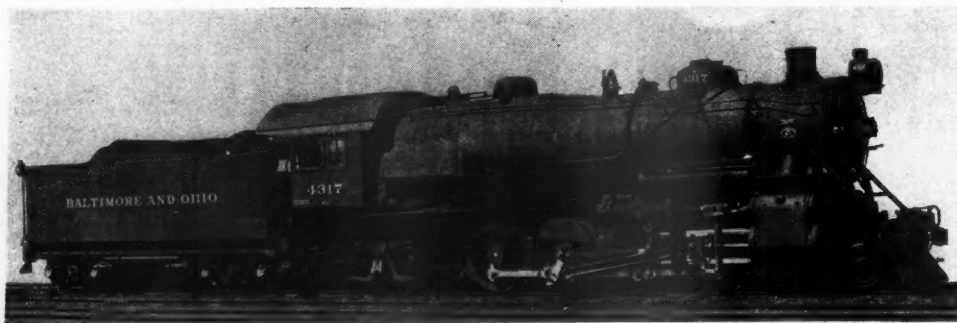
There are a couple more equally-

attractive photographs in this series, for which space could not be found on these pages, but which will be published in later issues. One of them portrays an Army locomotive engineer at the throttle and another shows the headquarters at Fort Northeastern, to wit, a Southern Railway business car—which was placed at the Army's disposal when the 727th was in training, and is now used for the same purpose by the headquarters staff of the 715th.



A Rebuilt 4-8-2 Type Locomotive—An Original 2-8-2 Type Is Shown Below

New Life for the War Emergency



The Baltimore & Ohio restores twenty old 2-8-2's to effective 4-8-2 freight power

THE Baltimore & Ohio, like numerous other railroads which were in great need of additional locomotives, failed to receive all of the new locomotives for which orders were placed during 1942. With 23 Diesel-electric locomotives on order, the road was permitted by the War Production Board to take delivery of only nine. To meet its needs it turned to the modernization of some of its older steam freight locomotives.

During the early 1920's a large number of 2-8-2 type freight locomotives were received by this railroad. The largest group of these locomotives which were delivered in 1923 had a weight in working order of 327,400 lb. as built, of which 245,600 lb. were on the drivers. The cylinders were originally 25¾ in. by 32 in., the boiler pressure, 220 lb., and the tractive force, 63,200 lb. The boilers had a total evaporative heating surface of 3,822 sq. ft.; a superheater heating surface of 1,010 sq. ft., and a grate area of 70 sq. ft.

Locomotives of this type have been in use on the Chicago division of the Baltimore & Ohio, where they have been handling all of the important freight traffic. By increasing the tender capacity of one of these locomotives and adding an auxiliary water tank and increasing the coal capacity from 17½ to 32 tons and the water

from 12,000 gal. to 29,000 gal. it was possible to operate the locomotive between New Castle, Pa., and Chicago in considerably less time because of the elimination of intermediate coal and water stops between division points.

This, however, did not solve the entire problem. As the average speed and the tonnage ratings of the symbol freight trains steadily increased, the cost of maintenance of these locomotives with their 64-in. driving wheels went up because of the increased frequency with which they required both running and heavy repairs.

In search for a solution of the high maintenance costs one of the 2-8-2 type locomotives built in 1923 was modernized by reboring the cylinders to 26½ in., increasing the boiler pressure from 220 to 240 lb., and by making changes required to substitute 70-in. drivers in place of the 64-in. drivers. The tractive force was increased to 65,500 lb. and the counterbalancing improved. Oil lubricators were installed in all driving boxes and a lateral cushioning device was applied to the rear driving wheels to improve the riding qualities on curves. This locomotive, with a large tender and auxiliary water tank, was subjected to exhaustive dynamometer car tests and performed very satisfactorily. In consideration of its suita-

bility for increased speed and its lower maintenance costs, a program of similar changes was adopted for other locomotives.

Three more locomotives of the 2-8-2 type, but built from 1911 to 1913, were selected from locomotives awaiting shops for heavy repairs. These locomotives needed new driving wheels, new frames and cylinders, and in some cases new fireboxes. Because of the extensive overhauling which they required, the net cost of modernizing was less than in the first case. These four locomotives are giving a good account of themselves on the Chicago division and are said to have justified the expenditures required to modernize them.

The Expanded Program

The program has now been extended to 20 more locomotives. These have also been selected from the Q-1aa class built in 1911 to 1913, all of which were due for heavy repairs with extensive replacement of parts. These locomotives originally had a weight of 223,600 lb. on the drivers, carried 190 lb. boiler pressure, had 26-in. by 32-in. cylinders, and 64-in. driving wheels. With 190-lb. boiler pressure they developed 54,000 lb. tractive force. The converted 4-8-2 locomotives, known as the T-3 class, weigh 255,000 lb. on the drivers, have 27-in. by 32-in. cylinders, 70-in. driving wheels, and carry 230 lb. boiler pressure. The tractive force is 65,100 lb.

Unlike the modernization of the earlier locomotives on which the wheels, cylinders, frames and other parts were replaced with new ones of the same kind, these locomotives are being more extensively rebuilt and the wheel arrangement changed from the 2-8-2 to the 4-8-2 type.

The boiler shell on these locomotives is being lengthened and the firebox redesigned to include a combustion chamber, thus increasing the heating surface. Steel

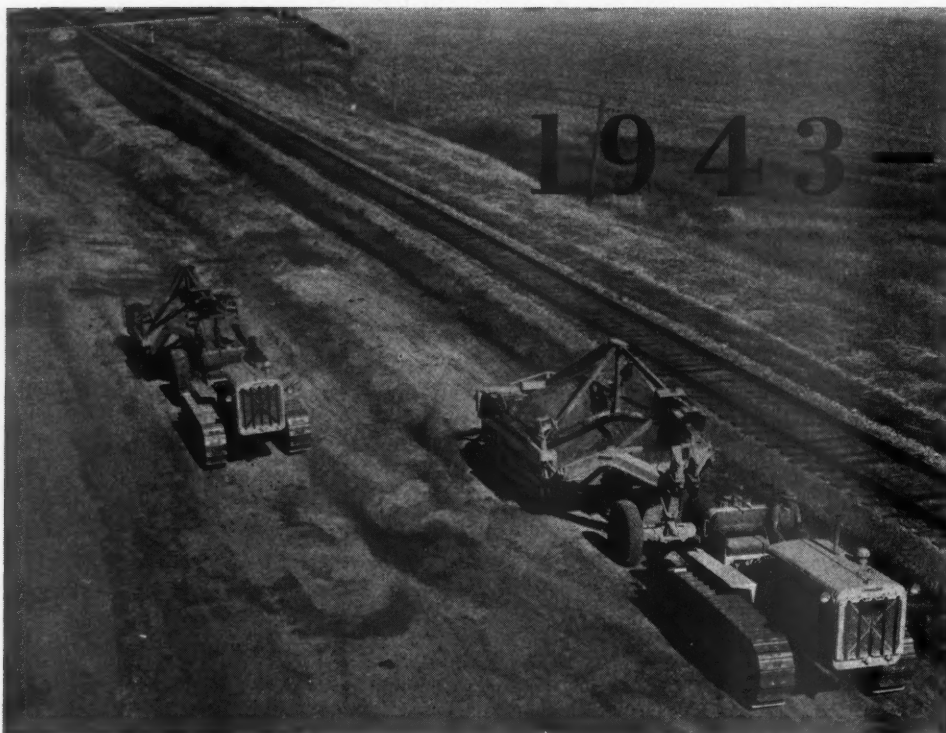
front bed sections, including the cylinders, the front part of the frame, bumper deck, and air-pump brackets, cast as a unit, are replacing the old frames and the other attached parts. Other new equipment includes the Baker valve gear, oil lubricators in all driving boxes, lateral cushioning devices on the rear drivers, a stoker, power reverse gear, mechanical lubricator, two cross-compound air compressors, and a superheater with rolled-in units. An open-type feedwater heater is also installed with the cold-water pump under the cab and the hot-water pump on the left side of the boiler near the front. Half of these locomotives will have complete cast-steel engine beds, including the cradle frames. The enlarged tender with auxiliary water-tank carries 26 tons of coal and 27,500 gals. of water.

Four of the locomotives are already in service and the others are being turned out of the Mt. Clare shops at the rate of one a month. A fuel consumption of 78.4 lb. per 1,000 gross ton-miles was reported on the original locomotives, while the converted locomotives show a consumption of 65.7 lb.

SCHOOLS AID SAFETY CAMPAIGN.—A campaign to impress upon school children the importance of keeping away from railroad tracks and busy switching yards where some childish prank might cause them serious personal injury or result in a serious train wreck was recently inaugurated by the Santa Fe's coast lines in California. L. H. Collett, supervisor of safety of the road, sent copies of a mimeographed letter, addressed to school superintendents and principals, to all agents on the coast lines, with the request that each agent send copies of this letter to all school authorities in his territory. The letters solicited the co-operation of these school authorities in getting this vital message across to the children under their supervision and stressed the importance of the subject at this time when the roads are handling so many troop trains and so much vital war material.



Wheeling One of the Rebuilt Locomotives at Mt. Clare Shops—The Boiler Has a New Rear Barrel Course, Increased in Length for the Combustion Chamber



1943 — Another

Grading Equipment Will Be Required for Extensions to Yards and Sidings, for Widening Banks and for Filling Bridges

Budgets call for more work than was done last year, to insure that transportation of war supplies and equipment will be accelerated by adequate facilities

WITH a war-created traffic that has been maintained for months at a level well above all previous records, and with every probability that it will continue at this or an even higher level for some time, the railways as a whole are suffering from a lack of facilities to meet the demands of military necessity for the safe and expeditious movement of this traffic. As a consequence, they are preparing for another year of construction activity that calls for the starting of more projects, the carrying of more to completion and the spending of more money than in any year since 1931.

For more than a decade, construction was held to the minimum by lack of funds, although the need for revising or enlarging many of the existing facilities became more and more pressing with each passing year, and particularly with each increment of increasing traffic. As a consequence, when traffic began to increase rapidly somewhat more than a year ago, the railways were caught with a multitude of outmoded facilities, and with others that were equally inadequate because of insufficient capacity to handle the greater volume of business that was thrust upon them. On top of this, the character of this traffic, as well as the fact that much of it is coming from new sources or is going to new destinations, creates a need for additional facilities that has also become widespread.

Despite the large budgets that were prepared and the strenuous efforts that were made last year to overcome as many as possible of these handicaps, only a small part of the work that is needed could be done under the conditions surrounding civilian construction, although reports indicate that more construction was under way by the railways than in any year since 1931. Obviously,

therefore, there is still a pent-up need for a very large volume of railway construction. That engineering officers are alert to this situation is shown by the fact that, while their budgets are somewhat smaller than those of a year ago, they expect to do more work in 1943 than was done in 1942. So necessary do the railways consider these improvements to insure against failure to meet emergencies, as well as to expedite traffic generally, that they are planning to spend \$275,000,000 for the improvement of their fixed properties during 1943, and \$880,000,000 for their maintenance, or a total of \$1,155,000,000 for both construction and maintenance.

For more than a decade, until last year, the railways have been unable to carry on well-organized campaigns for the improvement of their properties because of lack of funds. Today, when the funds are available, and the railways stand ready to go ahead on a vast number of projects, they face inability to obtain the materials and labor required to prosecute them.

34 Roads Participate in Study

This forecast is based on information given us by the engineering offices of a selected group of typical roads concerning their plans for the current year, with respect to both construction and maintenance. Inquiries to determine what construction will be undertaken in 1943 elicited replies from chief engineers and engineers maintenance of way of 32 roads, representing 65 per cent of the operated mileage in the United States; and 2 in Canada. Of these, 20 gave details of their proposed expenditures, 7 gave partial information and 5 said that they had prepared no budgets, although three of the lat-

Billion-Dollar Year in Construction and Maintenance

The railways plan to increase their expenditures for both roadway construction and maintenance by \$160,000,000 over those of 1942, although the 1942 expenditures were the highest for more than a decade. In construction, the aggregate expenditures are expected to rise to \$275,000,000. They include projects that have already been authorized, while others are under consideration.

In maintenance, the total for the year, as now budgeted, is estimated at \$880,000,000, an increase over 1942 of approximately \$84,000,000, and the largest expenditure for maintenance since 1920. These expenditures include appreciable increases in all of the items that enter into roadway and structures, except ties, with emphasis on rail, ballasting, roadway maintenance, bridges, buildings and work equipment. Details of these expanded programs for 1943 are discussed in this article, which is based on information given us by ranking engineering officers on 34 selected roads.

ter indicated that they expect to do a substantial amount of work during the year. Six roads said that their plans call for about the same amount of work as was done last year, 4 expect to do less work and 1 of these said that only a limited amount of improvement work will be undertaken, without specifying its character. Although most of the remainder disclosed budgets that are smaller than those prepared for 1942, they are planning to *spend* from 8.5 to 35 per cent more this year than they *spent* last year.

It is noteworthy that this year, as was the case last

year, the budgets include principally work that is essential for expediting the assembly and forwarding of trains from yards, for expediting their movement out on the line, to facilitate the handling of locomotives at terminals and the loading and unloading of cars. Among the larger and more important projects that were listed, 13 roads plan yard improvements, ranging from the lengthening of a few tracks to extensions and enlargements that will cost individually in excess of one and a half million dollars, more than 40 such projects being listed.

Both new and improved engine terminals are included in the budgets, several roads saying that these improvements had become necessary by reason of larger locomotives. In some cases, they involve longer turntables and longer engine pits; in others the plans call for a complete revision of the terminals, including cinder pits, water and coal-handling equipment and the heating and water lines in enginehouses and elsewhere; while in still others entirely new layouts are planned. Shop improvements included in the budgets involve, in some cases, the modernization and rearrangement of existing buildings;



Revised Engine Terminals are Needed to Speed the Handling of Locomotives

both new and improved facilities for the repair of locomotives and cars; and larger and more efficient power plants. A number of roads plan major improvements to water stations, in some cases involving new sources of supply; while a considerable number of fuel stations are included in the budgets.

Although the extension and relocation of passing sidings received major attention during 1942, this is a feature of many of the budgets for the current year. Several of the officers who have included passing sidings in their programs explained that since the receipt of larger locomotives many of their passing sidings are now too short to accommodate the maximum train. Other roads have found that as the density of traffic has grown, some passing sidings need to be relocated to provide the maximum flexibility for train movement and prevent delays; or that additional sidings are needed. Not a few of the budgets provide for extensions or relocations, or both, of passing sidings, in connection with budget provisions for centralized traffic control, and include remotely-controlled switches as part of these projects.

Speeding Up Schedules

Higher train speeds disclosed numerous cases where line revisions to reduce curvature were desirable. Increasing density of traffic has made some of these imperative if delays to trains are to be avoided. While present conditions are not favorable for the prosecution of the larger projects of this type that are in contemplation, many of those of moderate magnitude can be done this year, greatly to the benefit of train schedules. To this end four roads have included, in the aggregate, a considerable number of projects of this type, some of which they expect to complete in connection with their rail or ballasting programs. In addition, one road has in its budget tentatively a more ambitious project involving 12.6 miles of line revision and curve reduction which it expects to carry out if the necessary materials can be obtained; and another is considering several line-revision projects on the same basis.

Compared with normal years, relatively few new buildings are included in the budgets and these are mainly shops, enginehouses, coaling stations, pump houses, interlocking towers and similar structures incidental to the improvement or construction of other facilities. However, present plans contemplate extensions, enlargements and alterations of many existing buildings to permit more rapid repair of equipment, to facilitate the handling of passengers and freight and to expedite other operations that affect the movement of traffic. There will be little modernization of stations or of other buildings, except to increase utility, although several roads reported that they have a few such structures that they believe it is necessary to modernize.

Not only are the railways as a whole handling more traffic than ever before, but traffic density has become so great on some districts that it is approaching or has reached the point of congestion, with consequent delay to important war supplies. In not a few of these cases track capacity can be increased materially so that this traffic can be moved without delay by the installation of automatic signals, centralized traffic control or interlockings. So serious has this situation become on certain districts that nine of the roads that gave detailed information on what they plan to do have included more than \$7,000,000 in their budgets for new signal installations. In addition, four others said that they expect to do substantial amounts of signal work, and four of those who gave only partial information made the same state-

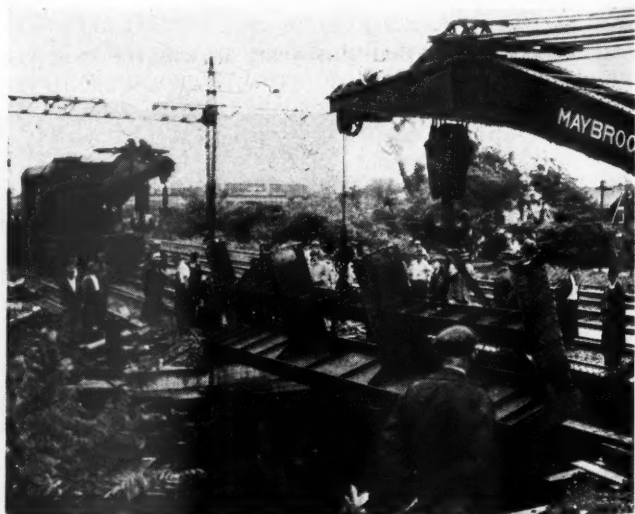
ment; and even two of those that have not prepared budgets mentioned signals as one of the important items to which they plan to give attention this year. A number of roads gave the mileage of automatic signals and of centralized traffic control they plan to install, instead of the estimated cost, aggregating more than 500 miles. Several roads indicated that, in addition to the major projects that they listed, they expect to construct a considerable number of projects of less magnitude but of equal importance with the larger ones from an operating standpoint.

Maintenance Budgets Up 10 Per Cent

Although maintenance expenditures in 1942 were higher than for any year since 1929 and, for the railways in the United States, lacked only \$59,000,000 of equaling the figure for that year, the budgets for maintenance, as now planned, show an increase of 10 per cent over the actual expenditures for last year. This is indicated by information given us by the same 34 roads from which information was obtained concerning their improvement programs. In this case, however, 23 roads in the United States and 1 in Canada gave details of their maintenance programs.

It is significant that only two officers in this group expect to spend less in 1943 than they did in 1942, and that in each case the decrease is relatively small. Ten roads reported that they plan to spend the same amount or slightly more than they did last year, while the remainder have prepared budgets that call for expenditures ranging from 3 to 44 per cent over the actual expenditures in 1942. On the basis of the budgets of these roads, it is estimated that all of the railways plan to spend \$880,000,000 for maintenance in 1943. This is \$83,616,539, or approximately 10 per cent, more than the \$796,383,461 that was spent in 1942. It is also more than was spent in any year since 1920, the record year when maintenance expenditures exceeded a billion dollars, or in any year preceding 1920.

With traffic remaining at its present level or rising to a higher one, with the continuance of high-speed train operation, and in view of the deficits in new rail in every year since 1929, measured on the basis of gross tons of traffic, as might be expected, rail constitutes a major item in the budgets of the roads as a whole. With only a few exceptions, the officers who gave information on this subject hope to get more rail than they did last



Many Light Steel Spans Will Be Strengthened or Replaced by Other Types of Structures



Tie Renewals Will Be the Only Important Item to Show a Decrease This Year

year; only a few are planning to lay the same amount or less. However, since the allotment of steel for the manufacture of rails has not yet been announced beyond the first quarter, there is considerable uncertainty about this item. There is no uncertainty in these officers' minds that they need large quantities of new rail.

Surfacing a Major Item

During the entire period of the depression the railways were forced by lack of funds to keep on surfacing and resurfacing their tracks, with the application of little or no ballast. Even more recently, they have been compelled to continue this practice on many miles of line, by reason of the sheer impossibility of applying ballast at one time or in a single year to the entire mileage needing such treatment. For this reason, despite the exceptionally large amount of track that has been ballasted in each of the last three years, the budgets for 1943 contain even larger provision for ballast than in any of these years, this being in addition to that intended for use in connection with the new rail. More than half of the officers participating in this survey reported that they expect to apply ballast on more than 100 miles of track upon which no rail will be laid this year, the plans of individual roads ranging up to 600 miles.

Paralleling the increase in the amount of track to be surfaced on new ballast, surfacing out of face without applying ballast also constitutes a major item in the programs for the year. While a few roads will decrease the amount of track to be given a general surface, compared with 1942, most of them expect to equal or exceed the mileage for last year, some by a wide margin. Individual roads plan to surface out of face from 100 to 1,700 miles this year, without applying new ballast. Some of this track is now well ballasted, but much of the mileage is being maintained to the best advantage possible until new ballast can be obtained for it.

Increases in the amount of ballast to be applied, as included in the budgets, were given by some roads on a yardage basis and by others on a mileage basis. In both cases, however, the indicated increases ranged up to 100 per cent. Individual roads plan to use up to 1,500,000 cu. yd. of ballast. Taken as a whole, the indicated increase amounts to 1,500,000 cu. yd. more than was applied in 1942, itself a record year for this class of work. In confirmation of this estimate, the budgets also contemplate the purchase of approximately 600 tie-tamping

outfits and unit tie tampers, most of which are intended as additions to the equipment now in service.

Present day standards are such that no progressive maintenance officer would apply ballast on a roadbed less than full section, or unless drainage is adequate to assure a stable roadbed to support the newly surfaced track. For this reason, budgets for this year provide for an increase in bank widening and drainage jobs corresponding roughly to the proposed increase in the amount of track to be ballasted. In fact, some roads indicated that these forms of strengthening the roadbed, including the cleaning and shaping of troublesome cuts, will have a large place in their programs for several years to come.

Tie Requirements Decrease Slightly

Surprising as it may seem, for larger surfacing programs generally call for an increase in tie renewals, the budgets indicate a slight decrease in the number of ties to be applied. Some roads explained that the reason for this is that they have now caught up with their deferred tie maintenance and that consequently their requirements for the year are less. A few others reported that they applied ties liberally last year, and that because they are now experiencing some difficulties in the procurement of ties they are planning to keep their tie renewals to the minimum. Furthermore, the abandonment of more than 2,500 miles of lines last year cannot fail to have its influence on present and future tie requirements.

Maintenance officers still remember the difficulties they experienced in cleaning up the right of way after the enforced neglect of policing during the depression years. Some of them also remember the right-of-way fires that got out of bounds as a result of this neglect. Although they are already experiencing a shortage of labor and are beginning to eliminate some items of non-essential work, not a few of the officers participating in this study indicated a determination to keep the right of way cleaned as long as possible. To this end, the budgets contain provision for 130 units of weed-destroying equipment, in addition to which the plans call for the use of chemical weed destroyers if the materials are available.

Generally speaking, structural steel for bridges is not obtainable, for which reason the replacement of steel bridges will be well below normal. For the same reason an abnormal amount of routine maintenance and of

strengthening these structures will be carried on during the year. Several officers mentioned specifically programs for strengthening all of the bridges on certain districts to permit the use of larger locomotives, which are needed to keep important war traffic moving without delay or interruption.

Although the maintenance of timber bridges has been retarded during recent months by WPB limitations on the purchase of structural timbers, these restrictions have now been removed sufficiently to permit this class of work to proceed. There will, therefore, also be a larger than normal expenditure for the maintenance of bridges of this type. Some roads are planning to replace certain of their timber trestles with second-hand steel spans which they have on hand, some from abandoned lines. Likewise several other roads plan to install culverts and fill some of their timber trestles. As an example of the magnitude of this class of work, one road advised that its plans include the filling of between 8,000 and 9,000 lin. ft. of timber trestle in this manner.

As a whole, the budgets for this year indicate that there will be less bridge painting than was done in either of the last two years, presumably because the deferred maintenance which was an outstanding item three years ago has now been largely wiped out. On the other hand, while not abnormally large, there will be considerable painting done on buildings, particularly in connection with the alterations and repairs that are provided for in the budgets.

Although most roads reported that the routine maintenance of buildings will be about the same as in 1942, many of them expect to make liberal charges to maintenance in connection with the capital expenditures they plan to make for altering and enlarging such facilities as enginehouses, shops, freight houses, warehouses, pier houses, fuel stations, water facilities and others that affect directly the handling of military traffic, to remove restrictions imposed by present inadequacies of these facilities, and particularly in connection with the modernization of certain of them. Limitations on the use of materials and a desire to apply their efforts toward such enterprises as will tend to speed the movement of traffic are restricting the amount of station modernization that can be accomplished, although approximately half of the roads reporting disclosed plans for the modernization of one or more stations on their lines. Almost as many plan to replace one or more of their passenger stations.

Although most of the deferred maintenance that accumulated during the depression years has now been wiped out, a substantial amount still remains with respect to some items. Among these are buildings, many of which are in advanced stages of obsolescence, and some of which still suffer from under-maintenance. Little was done on steel bridges during the last two years, except a large amount of routine maintenance and a considerable amount of strengthening work, replacements on most roads having been on a basis comparable with the worst depression years. For this reason deferred maintenance has increased rather than decreased as might have been expected from the magnitude of maintenance expenditures during the last two years. Likewise, on the basis of the gross ton-miles passing over it, rail renewal has been subnormal during the last two years, while, at the same time, rail wear has been more rapid than during any similar period in history. For this reason, the amount of deferred maintenance on rail has increased rather than decreased during the year.

Slight mention has already been made of some of the items of work equipment that are included in the budgets

for the year. As a further indication of the increased amount of work that the railways are preparing to do this year, they have included 6,000 power machines and tools in their budgets, despite the large purchases made in each of the last two years, which followed several years of liberal buying.

Effect of War Traffic on Budgets

One inquiry was intended to develop what part of the improvement program is made necessary by the war and its demands on various facilities. Some officers admitted their inability to segregate those items now in the budgets from what would have been done under normal conditions. Others have apparently made a closer analysis of their budgets, for they said specifically what part was made necessary by the demands of war traffic. Some of the estimates ranged from 5 to 30 per cent; most of the remainder were from 40 to 60 per cent; while four roads said that all of the improvement work they plan to do has been made necessary by the increased traffic resulting from the war. Only five roads were unable to segregate their budgeted expenditures for maintenance from what they considered normal. In this case, however, the estimates varied as widely as they did for the improvement programs, but with the majority ranging from 30 to 50 per cent, with 60 per cent as the maximum.

Particular emphasis was placed on two items by most of the officers who participated in this study. The first was the pressing need for the projects included in the improvement budgets and the equally pressing need for all of the work included in the maintenance budgets. A number of officers explained that, partly because of inability to obtain needed materials and partly by reason of a shortage of labor, they were unable to complete a considerable part of their much larger budgets last year, and that the projects they have included in the budgets this year have been held to the minimum and cover only the most essential work. The second point which practically every officer stressed was that both the improvement and maintenance budgets were predicated on the assumption that the necessary labor and material will be available. Inability to obtain either or both may create a wide difference between plans and performance.

* * *



John Ekin Gets a Payroll Deduction Order from R. B. White

The president of the B. & O. hands the vice-president and comptroller an authorization for 10 per cent of his salary to be invested in war bonds.

Who's Who in Railway Salvage

Scrap collection directors appointed on all carriers to co-operate with War Production Board—State boundaries ignored

A PART from the huge tonnage of scrap and relay rail which the railroads of the United States have already contributed to the war effort,* the practical interest of the railroads in the government's efforts to stimulate the flow of the raw materials needed by steel mills, brass foundries and rubber factories has been demonstrated by the promptness and completeness with which railways in all parts of the country designated officers to head up scrap collection drives on their roads and provide contact between railroads, industries and war agencies in the over-all scrap collection work.

The list of railroad salvage directors contains over 500 names and shows that, with scarcely an exception, every short line, trunk line, switching and terminal company and plant facility in the United States—both large and small—has at least one officer who is specially assigned to follow all scrap collection developments and head up the scrap collection work. Many railroads already had special organizations for scrap handling and reclamation, and it was logical for the officers in charge of such departments to assume the direction of the war drives; but the railroads which did not maintain such organizations also appointed directors to work with the war agencies, and all railroads enlarged the scope of their activities by appointing committees to study ways and means of increasing their scrap production and to carry out the policy adopted by each road to get behind the salvage job.

The committees consist of system committees on some roads, supplemented by divisional committees on other roads, which include officers from the chief executives down to local supervisors. Many large railroads have even set up committees by departments, offices, stores and shops.

Distinctive of these scrap organizations on the railroads and of significance at the present time when the government has been decentralizing certain of its war agency work by establishing regional offices along state lines and, in the case of scrap, setting up production quotas for each state and other political subdivisions and fostering the idea that scrap organizations of each region shall deal directly with all sources of scrap within the region, no distinction is made between one state and another in the railroad scrap organizations. They are organized instead, like other railway activities, to start from the headquarters of the railroad wherever it is located, and to operate, on the one hand, with the districts and divisional organizations of the railroad wherever they are located and, on the other, with their own national associations and the central organizations of the war agencies. In this way, each railroad functions as a whole, whether it operates in one state or through many states, and all contacts between railroads, as well as with the War Production Board and labor organizations, are relieved of the confusion and lost motion that would result where efforts were made to deal directly with local enterprises and to distinguish between the scrap produced by railroads in one state or county from others.

Under the present plan, railroads make regular reports of their scrap and relayer rail to the Bureau of Mines and also the Transportation Equipment, Iron and Steel and Copper divisions of the War Production Board, and co-ordinate in discussing means of stimulating scrap and the progress of scrap drives with the Railroad Unit of the Conservation Division of WPB in Washington. Likewise, when railroad labor organizations, whose co-operation has been enlisted in scrap drives, receive reports from their members regarding the probable location of scrap along railway lines, these reports are usually sent to the director of the Railroad Salvage Unit of WPB, who then submits them to the proper railroad salvage director for action and report. The salvage directors, which include vice-presidents and general managers, as well as chief engineers, superintendents of motive power, purchasing agents, storekeepers, supervisors of reclamation and roadmasters, as reported to this unit of WPB, are given below in part. The pictures were furnished by B. C. Bertram, director of the Railroad Unit of the Conservation Division of WPB.

Railroad Emergency Salvage Directors (As reported to the War Production Board)

Aberdeen & Rockfish, J. A. Bryant, gen. agt., Aberdeen, N. C.
Akron, Canton, & Youngs, C. G. Allen, ch. pur. and stores off., Akron, Ohio
Alabama Central, C. A. Lee, supt., Jasper, Ala.
Alabama, Tennessee & Northern, G. C. Nichols, gen. mgr., York, Ala.
Alameda Belt Line, L. L. Davis, supt., Alameda, Calif.
Albany & Northern, J. R. Hackett, Jr., gen. mgr., Albany, Ga.
Algers, Winslow & Western, F. S. McConnell, pres., Cleveland, Ohio
Almanor, P. W. Foote, G. F. A., Chester, Calif.
Alton, H. O. Wolfe, asst. to pur. agt., Chicago, Ill.
Alton & Southern, W. J. Nuebling, ch. eng. and pur. agt., East St. Louis, Ill.
Amador Central, G. W. Hark, gen. mgr., Martell, Calif.
Angelina & Neches River, W. S. Scott, V. P. and T. M., Keltys, Tex.
Ann Arbor, I. C. Bon, supt. scrap and reclm., Decatur, Ill.
Apache, Flake Willis, traf. mgr., McNary, Ariz.
Apalachicola Northern, J. L. Sharit, supt., Port St. Joe, Fla.
Aransas Harbor Terminal, H. Patton, V. P., Aransas Pass, Tex.
Arcade & Attica, R. I. Cartwright, gen. mgr., Arcade, N. Y.
Arcata & Mad River, Fentress Hill, pres., San Francisco, Calif.
Arkansas, C. W. Ferguson, Star City, Ark.
Arkansas & Louisiana Missouri, R. F. Humble, gen. aud., Shreveport, La.
Arkansas Valley, M. M. Salzberg, V. P. and G. M., Wichita, Kan.
Aroostook Valley, G. B. Hallett, supt., Presque Isle, Me.
Artemus-Jellico, R. B. Martin, gen. supt., Artemus, Ky.
Ashley, Drew & Northern, W. B. Anderson, asst. gen. mgr., Crossett, Ark.
Atchison, Topeka & Santa Fe, P. Young, supvr. of recl., Chicago, Ill.
Atlanta & St. Andrews Bay, T. A. Shealy, asst. gen. mgr., Dothan, Ala.
Atlanta & West Point, J. B. Pace, pur. agt., Atlanta, Ga.
Atlanta, Birmingham & Coast, C. T. Coleman, pur. agt., Atlanta, Ga.
Atlantic & Carolina, J. E. Jerritt, gen. mgr., Kenansville, N. C.
Atlantic & East Car., P. E. Gillikin, ch. clk. to gen. mgr., New Berne, N. C.
Atlantic & Western, E. T. Ussery, gen. mgr., Sanford, N. C.
Atlantic & Yadkin, E. K. McArthur, rdmstr., Greensboro, N. C.
Atlantic Coast Line, F. H. Fechtig, pur. agt., Wilmington, N. C.
Augusta, J. C. McDonald, pres. and gen. mgr., Augusta, Ark.
Baltimore & Annapolis, H. T. Connolly, pres., Baltimore, Md.
Baltimore & Ohio, D. F. Stevens, asst. to op. V. P., Baltimore, Md.
Bamberger, N. S. Wiltsie, Salt Lake City, Utah
Bangor & Aroostook, C. D. Baldwin, pur. agt., Bangor, Me.
Bath & Hammondsport, U. S. Arland, V. P. and G. M., Hammondsport, N. Y.
Bay Point & Clayton, M. H. Bresee, secy., San Francisco, Calif.
Bay Terminal, J. J. Martin, secy. and treas., Toledo, Ohio
Beaufort & Morehead, A. T. Leary, gen. mgr., Beaufort, N. C.
Belfast & Moosehead Lake, W. L. Bowen, gen. mgr., Belfast, Me.
Bellefonte Central, G. E. McClellan, gen. mgr., Bellefonte, Pa.
Belt Ry. Co. of Chicago, C. W. Yeamans, pur. and sup. agt., Chicago, Ill.
Bennettsville & Cheraw, A. T. Dampier, supt., Bennettsville, S. C.
Benwood & Wheeling Connecting, F. W. Klos, V. P., Wheeling, W. Va.
Bessemer & Lake Erie, T. R. Dickinson, pur. agt., Pittsburgh, Pa.
Bevier & Southern, J. E. Agee, V. P., Bevier, Mo.
Big Creek & Telocaset, P. W. Foote, G. F. A., Ponderosa, Ore.
Bingham & Garfield, N. E. McKinnon, supt., Magna, Utah
Birmingham & Southeastern, R. Blount, 1st V. P., Tallahassee, Ala.
Birmingham Southern, E. W. Bean, ch. eng., Fairfield, Ala.

* *Railway Age*, January 2, 1943.



An Abandoned Railroad That Yielded Scrap for War—Other Projects Like This Will Be Sought for This Year



Bonhomie & Hattiesburg Southern, W. O. Tatum, V. P., Hattiesburg, Miss.
 Boston & Albany, A. L. Prentice, mgr. scrap and reelm., Cleveland, Ohio
 Boston & Maine, H. M. Rainie, pur. agt., Boston, Mass.
 Boyne City, L. H. White, gen. mgr., Boyne City, Mich.
 Brimstone, J. W. Damron, pres., Columbus, Ohio
 Brooklyn Eastern District Term., M. M. McClelland, V. P., Brooklyn, N. Y.
 Buffalo Creek & Gauley, D. M. Silfies, supt. of trans., Dundon, W. Va.
 Buffalo-Union-Carolina, L. B. Woodward, G. M. and A., Union, S. C.
 Burlington, Muscatine & Northwestern, M. E. Young, recr., Muscatine, Iowa
 Burlington-Rock Island, A. G. Whittington, V. P., Houston, Texas
 Bush Terminal, A. Helwig, ch. eng., Brooklyn, N. Y.
 Butte Anaconda & Pacific, H. A. Galloway, gen. mgr., Anaconda, Mont.

Cadiz, W. C. White, gen. mgr., Cadiz, Ky.
 California Western, T. W. Holmes, supt., Fort Bragg, Calif.
 Camas Prairie, R. E. Hanrahan, mgr., Lewiston, Ida.
 Cambria & Indiana, J. M. Long, supt., Colver, Pa.
 Camino, Placerville & Lake Tahoe, J. O. Nyberg, Camino, Calif.
 Campbell's Creek, Reed Hatfield, gen. mgr., Reed, W. Va.
 Canadian Natl. Lines in New Eng., E. A. Bromley, gen. pur. agt., Montreal, Que.
 Canadian Pacific Lines in Vt., B. W. Roberts, gen. pur. agt., Montreal, Que.
 Canton, O. H. Nance, pres., Baltimore, Md.
 Canton & Carthage, C. L. Freiler, gen. mgr., Canton, Miss.
 Cape Fear, W. D. Howard, V. P., Fort Bragg, N. C.
 Carolina Southern, C. H. Pruden, secy. and exec. gen. mgr., Windsor, N. C.
 Carolina Western, J. M. Camp, pres., Franklin, Va.
 Carrollton, R. L. Booth, V. P., Carrollton, Ky.
 Cassville & Exeter, H. M. Allen, gen. agt., Cassville, Mo.
 Castleman River, L. D. Yommer, supt., Grantsville, Md.
 Central of Georgia, J. L. Bennett, pur. agt., Savannah, Ga.
 Central of New Jersey, W. A. Clem, pur. agt., Philadelphia, Pa.
 Central Vermont, C. F. Preston, gen. stkr., St. Albans, Vt.
 Charleston & Western Carolina, F. H. Fechtig, pur. agt., Wilmington, N. C.
 Chattahoochee Valley, W. G. Bacon, West Point, Ga.
 Chesapeake & Ohio, A. T. Lowmaster, v. p. and g. m., Richmond, Va.
 Chesapeake Western, D. W. Thomas, pres., Harrisonburg, Va.
 Chestnut Ridge, N. T. Martin, aud., Palmerton, Pa.
 Cheswick & Harmar, W. H. Arras, pur. agt., Pittsburgh, Pa.
 Chicago & Calumet River, E. H. Landis, Chicago, Ill.
 Chicago & Eastern Illinois, L. J. Ahlering, pur. agt., Chicago, Ill.
 Chicago & Illinois Midland, F. L. Schrader, v. p., Springfield, Ill.
 Chicago & North Western, L. White, ch. op. off., Chicago, Ill.
 Chicago & Western Indiana, C. W. Yeamans, pur. agt., Chicago, Ill.
 Chicago, Attica & Southern, F. E. Cheak, gen. supt., Attica, Ind.
 Chicago, Burlington & Quincy, R. D. Long, gen. pur. agt., Chicago, Ill.
 Chicago Great Western, S. M. Golden, v. p., Chicago, Ill.
 Chicago, Indianapolis & Louisville, C. M. Self, ch. op. off., Chicago, Ill.
 Chic., Milw., St. Paul & Pac., B. B. Melgaard, asst. to pur. agt., Chicago, Ill.
 Chicago, Rock Island & Pacific, E. G. Roberts, gen. stkr., Silvis, Ill.
 Chicago, St. Paul, Minn. & Omaha, L. L. White, v. p., St. Paul, Minn.
 Chicago Short Line, A. E. Feeley, secy., Chicago, Ill.
 Chicago, West Pullman & Sou., T. P. Scully, v. p. and supt., South Chicago, Ill.
 Cincinnati Union Terminal, J. L. Cranwell, supt., Indianapolis, Ind.
 City of Prineville, C. W. Woodruff, mgr. and treas., Prineville, Ore.
 Clarendon & Pittsford, C. I. Hunter, Proctor, Vt.
 Clarion River, R. M. Cartwright, pres., Ridgway, Pa.
 Clinchfield, W. A. Starritt, pur. agt., Erwin, Tenn.
 Colorado, J. F. Springfield, pres., Pueblo, Col.
 Colorado & Southeastern, W. E. Schlessinger, gen. supt., Denver, Col.
 Colorado & Southern, R. D. Long, gen. pur. agt., Chicago, Ill.
 Colorado & Wyoming, R. D. Cool, aud., Pueblo, Col.
 Columbia & Cowlitz, W. F. Ricker, aud., Longview, Wash.
 Columbia, Newberry & Laurens, J. P. Taylor, pres. and g. m., Columbia, S. C.
 Columbus & Greenville, R. C. Stovall, pres., Columbus, Miss.
 Condon, Kinzua & Southern, J. F. Coleman, v. p. and g. m., Kinzua, Ore.
 Conemaugh & Black Lick, C. J. Fatzinger, aud., Bethlehem, Pa.
 Copper Range, G. H. Wescott, gen. mgr., Houghton, Mich.
 Coudersport & Port Allegany, S. B. Sawyer, gen. supt., Coudersport, Pa.
 Cowlitz, Chehalis & Cascade, W. N. Bichler, mgr., Chehalis, Wash.
 Cumberland & Pennsylvania, W. Claus, v. p. and gen. mgr., Cumberland, Md.
 Cuyahoga Valley, W. M. Lorenz, v. p., Cleveland, Ohio

Dansville & Mount Morris, F. A. Hart, gen. mgr., Dansville, N. Y.
 Dardanelle & Russellville, C. E. Hall, gen. mgr., Dardanelle, Ark.
 DeKalb & Western, E. H. Jones, pres., DeKalb, Miss.
 Delaware & Hudson, G. H. Caley, v. p. and g. m., Albany, N. Y.
 Delaware, Lackawanna & Western, Frank Cizek, New York, N. Y.
 Delray Connecting, E. A. Bischof, v. p., Detroit, Mich.
 Delta Valley & Southern, E. D. Bryan, v. p. and g. m., Wilson, Ark.
 Denver & Rio Grande Western, W. B. Hall, pur. agt., Denver, Col.
 DeQueen & Eastern, W. R. Latham, pur. agt., Kansas City, Mo.
 Detroit & Mackinac, C. A. Pinkerton, pres. and g. m., Tawas City, Mich.
 Detroit & Toledo Shore Line, A. R. Ayers, pres., Toledo, Ohio
 Detroit, Caro & Sandusky, A. J. Severer, aud., Caro, Mich.
 Detroit Terminal, D. G. Cohan, g. m. and pur. agt., Detroit, Mich.
 Detroit, Toledo & Ironton, C. W. Dilfill, v. p., Dearborn, Mich.
 Donora Southern, W. C. Groves, ch. eng., Donora, Pa.
 Duluth & Northeastern, G. E. Nichols, aud. and gen. mgr., Cloquet, Minn.
 Duluth, Missabe & Iron Range, H. Greenfield, pur. agt., Duluth, Minn.
 Duluth, Sou. Sh. & Atlantic, T. J. Ruth, act. pur. agt., Minneapolis, Minn.
 Duluth, Winnipeg & Pac., S. E. Keiler, gen. stkr., Winnipeg, Man.

East Broad Top R. R. & Coal, C. D. Jones, v. p., Philadelphia, Pa.
 East Carolina, L. W. Godwin, Farmville, N. C.
 East Erie Commercial, G. W. Dean, pres., Erie, Pa.
 East Jersey R. R. & Term., J. A. Gillespie, supt., Bayonne, N. J.
 East Jordan & Southern, H. P. Porter, pres. and g. m., East Jordan, Mich.
 East St. Louis Junction, F. G. Bareis, gen. mgr., Natl. Stock Yards, Ill.
 East Tenn. & Western N. C., W. H. Blackwell, gen. mgr., Johnson City, Tenn.
 Eastland, Wichita Falls & Gulf, C. J. Rhodes, gen. supt., Eastland, Tex.
 El Dorado & Wesson, H. D. Reynolds, pres., El Dorado, Ark.
 Elgin, Joliet & Eastern, H. R. Nelson, gen. stkr., Joliet, Ill.
 Erie, C. K. Reasor, act. mgr. of stores, Hornell, N. Y.
 Erie & Michigan R. R. & Nav., A. A. Bigelow, gen. supt., Chicago, Ill.
 Escanaba & Lake Superior, O. J. Thorsen, Wells, Mich.
 Evansville & Ohio Valley, W. R. Hickrod, gen. mgr., Evansville, Ind.

Fairport, Painesville, & East, L. L. Dixon, gen. mgr., Painesville, Ohio
 Feather River, C. H. Land, v. p. and g. m., Feather Falls, Calif.
 Fernwood, Columbia & Gulf, Irvin Smith, aud., Fernwood, Miss.
 Flemingsburg & Northern, G. Faulkner, Jr., gen. mgr., Flemingsburg, Ky.
 Florida East Coast, A. R. Dale, gen. stkr., St. Augustine, Fla.
 Fonda, Johnstown & Gloversville, J. Zimmer, trustee, Gloversville, N. Y.
 Fordyce & Princeton, B. A. Mayhew, v. p. and g. m., Fordyce, Ark.
 Ft. Smith, Subicaco & Rock Island, B. A. Brown, trustee, Paris, Ark.
 Ft. Worth & Denver City, R. D. Long, gen. pur. agt., Chicago, Ill.
 Frankfort & Cincinnati, J. M. Perkins, pres. and g. m., Frankfort, Ky.

Gainesville Midland, D. B. Latham, act. gen. mgr., Gainesville, Ga.
 Galesburg & Great Eastern, W. H. Stewart, gen. mgr., Indianapolis, Ind.
 Galveston, Houston & Henderson, V. J. Gallaher, aud., Galveston, Tex.
 Galveston Wharves, H. F. Johnson, asst. gen. mgr., Galveston, Tex.
 Garden City Western, J. Stewart, pres., Garden City, Kan.
 Genesee & Wyoming, H. C. Finch, v. p. and g. m., Retsof, N. Y.
 Georgia, J. B. Pace, pur. agt., Atlanta, Ga.
 Georgia & Florida, H. B. Holmes, ch. eng., Augusta, Ga.
 Georgia Northern, C. W. Pidcock, pres. and g. m., Moultrie, Ga.
 Graham County, L. W. Wilson, secy., Robbinsville, N. C.
 Grand Trunk Western, C. B. Wright, gen. stkr., Battle Creek, Mich.
 Grasse River, W. C. Sykes, pres., Conifer, N. Y.
 Graysonia, Nash., & Ashdown, J. H. Skillern, asst. gen. mgr., Nashville, Ark.
 Great Northern, A. N. Crenshaw, pur. agt., St. Paul, Minn.
 Great Western, K. M. Brown, Denver, Col.
 Green Bay & Western, T. A. Stinson, gen. stkr., Green Bay, Wis.
 Greenville & Northern, F. G. Hamblen, v. p. and g. m., Greenville, S. C.
 Gulf & Northern, R. R. Warren, supt., Wiergate, Tex.
 Gulf Mobile & Ohio, H. E. Warren, mgr. pur. and stores, Mobile, Ala.

Hampton & Branchville, W. N. Lightsey, v. p., Hampton, S. C.
 Hannibal Connecting, J. H. North, v. p., Hannibal, Mo.
 Helena Southwestern, W. Williams, pres., Chicago, Ill.
 High Pt., Thomas & Dent, R. G. Calicut, pur. agt. and c. a., High Point, N. C.
 Hoboken Mfrs., A. R. MacGowan, supt., Hoboken, N. J.
 Hoosac Tunnel & Wilmington, J. A. Long, gen. supt., Readsboro, Vt.
 Huntingdon & Broad Top Mountain, F. E. Steele, supt., Saxton, Pa.

Illinois Central, G. D. Tombs, trav. stkr., Chicago, Ill.
 Illinois Northern, E. R. Kelly, v. p. and supt., Chicago, Ill.
 Illinois Terminal, A. P. Titus, pres., St. Louis, Mo.
 Indiana Northern, G. R. Lanphere, v. p., South Bend, Ind.
 Indianapolis Union, W. H. McKittrick, supt., Indianapolis, Ind.
 Interstate, A. L. Holton, pres., Andover, Va.

Jacksonville Terminal, J. L. Wilkes, pres. and g. m., Jacksonville, Fla.

Kansas City Connecting, R. O. Sage, Kansas City, Mo.
 Kansas City Southern, C. G. Lunday, v. p., Shreveport, La.
 Kansas City Southern, E. H. Hughes, pur. agt., Kansas City, Mo.
 Kansas City Terminal, R. E. McClelland, pur. agt., Kansas City, Mo.
 Kelley's Creek, J. A. Jess, pres., Charleston, W. Va.
 Kelley's Creek & Northwestern, L. Ridenour, mgr., Ward, W. Va.
 Kentucky & Indiana Terminal, B. Y. Heazlitt, pur. agt., Louisville, Ky.
 Kentucky & Tennessee, L. C. Bruce, traf. mgr., Stearns, Ky.

Lake Champlain & Moriah, A. K. McClelland, aud., Port Henry, N. Y.
 Lake Erie, Franklin & Clarion, H. M. Johnston, v. p. and g. m., Clarion, Pa.
 Lake Superior & Ishpeming, A. Syverson, v. p. and g. m., Marquette, Mich.
 Lake Superior Terminal & Trans., G. Elmslie, supt., Superior, Wis.
 Lakeside & Marblehead, J. J. Guerrin, Cleveland, Ohio
 Lancaster & Chester, A. P. McLure, v. p. and g. m., Lancaster, S. C.
 Laona & Northern, C. R. Andrews, g. f. a., Laona, Wis.
 LaSalle & Bureau County, J. B. McCaffrey, gen. mgr., La Salle, Ill.
 Laurinburg & Southern, G. Y. Jones, traf. mgr. and supt., Laurinburg, N. C.
 Lehigh & Hudson River, Samuel Meyers, gen. stkr., Warwick, N. Y.
 Lehigh & New England, J. S. Genter, gen. stkr., Bethlehem, Pa.
 Lehigh Valley, W. J. Sidey, gen. stkr., Sayre, Pa.
 Ligonier Valley, J. P. Gochmour, Jr., gen. mgr., Ligonier, Pa.
 Litchfield & Madison, G. A. Handlon, gen. mgr., Edwardsville, Ill.
 Live Oak, Perry & Gulf, M. J. Foley, pres., Foley, Fla.
 Longview, Portland & Northern, W. R. Taber, Longview, Wash.
 Lorain & Southern, P. A. Mori, v. p., Cleveland, Ohio
 Los Angeles Junction, G. W. Hegel, Los Angeles, Calif.
 Louisiana & Arkansas, C. G. Lunday, v. p., Shreveport, La.
 Louisiana & North West, L. S. Rand, gen. supt., Homer, La.
 Louisiana Southern, W. L. McCall, supt. trans., New Orleans, La.
 Louisville & Nashville, C. H. Murrin, gen. stkr., Louisville, Ky.
 Lowville & Beaver River, T. C. Dorsey, supt., Lowville, N. Y.

Macon, Dublin & Savannah, F. C. Cheney, v. p., Macon, Ga.
 Magma Arizona, C. A. White, traf. mgr., Superior, Ariz.
 Maine Central, A. W. Munster, v. p., Boston, Mass.
 Manistee & Northeastern, E. F. Olsen, supt., Manistee, Mich.
 Manufacturers, R. C. Harrison, asst. gen. mgr., St. Louis, Mo.
 Manufacturers Junction, W. C. Ransom, gen. mgr., Cicero, Ill.
 Marianna & Blountstown, O. O. Miller, pres., Blountstown, Fla.
 Marinette, Tomahawk & Western, H. A. Radtke, v. p. and g. m., Tomahawk, Wis.
 Maryland & Pennsylvania, E. J. Weber, asst. to pres., Baltimore, Md.
 McCool River, D. M. Swope, pres., San Francisco, Calif.
 McKeesport Connecting, C. W. Bellman, Jr., pur. agt., Pittsburgh, Pa.
 Meridian & Bigbee River, J. E. Davis, asst. gen. mgr., Meridian, Miss.
 Middle Fork, H. W. Kelly, Ellamore, W. Va.
 Middletown & Unionville, W. R. Durland, pres. and g. m., Middletown, N. Y.
 Midland Continental, W. W. Wells, mast. mech., Jamestown, N. D.
 Midland Terminal, W. H. McKay, gen. mgr., Colorado Springs, Col.
 Midland Valley, A. W. Lefebvre, pres., Muskogee, Okla.
 Minneapolis & St. Louis, J. W. Devins, gen. mgr., Minneapolis, Minn.
 Minn., Northfield & Southern, J. R. Branley, gen. mgr., Minneapolis, Minn.
 Minn., St. Paul & S. S. Marie, T. J. Ruth, act. pur. agt., Minneapolis, Minn.
 Minn., Dakota & Western, C. Larson, v. p., International Falls, Minn.
 Minnesota Transfer, C. S. Christoffer, v. p. and g. m., St. Paul, Minn.
 Mississippi & Alabama, J. W. Backstrom, pres., Leakesville, Miss.
 Mississippi & Skuna Valley, R. Y. Duquesnay, v. p. and g. m., Memphis, Tenn.
 Mississippi Central, L. E. Faulkner, v. p. and g. m., Hattiesburg, Miss.
 Mississippi Export, R. L. Fechan, Moss Point, Miss.
 Mississippian, E. L. Puckett, pres., Amory, Miss.



Missouri & Arkansas, J. R. Tucker, gen. mgr., Harrison, Ark.
Missouri-Kansas-Texas, S. A. Hayden, pur. agt., St. Louis, Mo.
Missouri Pacific, J. H. Lauderdale, gen. pur. agt., St. Louis, Mo.
Mobile & Gulf, R. E. Loper, gen. mgr., Fayette, Ala.
Monongahela, C. W. Van Horn, pres., Baltimore, Md.
Monongahela Connecting, J. Fitzsimmons, asst. treas., Pittsburgh, Pa.
Monson, P. A. Jackson, supt., Monson, Me.
Montana Western, C. E. Atwood, gen. mgr., Valier, Mont.
Montana, Wyoming & Southern, H. R. Routh, Belfry, Mont.
Montour, W. H. Hamilton, gen. supt., Coraopolis, Pa.
Montpelier & Wells River, M. A. Thomas, Montpelier, Vt.
Moore Central, Arthur Ross, secy.-treas., Ashboro, N. C.
Morristown & Erie, R. W. McEwan, Jr., v. p. and g. m., Whippany, N. J.
Moshassuck Valley, D. C. Paton, gen. supt., Saylesville, R. I.
Muncie & Western, V. G. Krauskopf, supt., Muncie, Ind.
Murfreesboro-Nashville, J. L. Ledbetter, aud., Murfreesboro, Ark.

Nash., Chattanooga & St. L., W. G. Templeton, gen. mgr., Nashville, Tenn.
Nelson & Albermarle, J. S. Graves, pres., Charlottesville, Va.
Nevada Copper Belt, F. P. Cox, op. eng., Mason, Nev.
Nevada Northern, H. A. Fravel, supt., East Ely, Nev.
Newburgh & South Shore, R. E. Butler, ch. eng., Cleveland, Ohio
New Orleans Public Belt, R. S. Maestri, pres., New Orleans, La.
New York Central, A. L. Prentice, Cleveland, Ohio
New York, Chicago & St. Louis, M. B. Bowman, gen. stkrp., Lima, Ohio
New York Dock, W. F. Wentz, supt. trans., Brooklyn, N. Y.
New York, New Haven & Hartford, F. C. Sheehan, New Haven, Conn.
New York, Ontario & Western, F. E. Lyford, trustee, New York, N. Y.
New York, Susquehanna & Western, F. C. Kronauer, ch. eng., Paterson, N. J.
Norfolk & Portsmouth Belt, W. C. Riday, secy. and aud., Norfolk, Va.
Norfolk & Western, L. C. Ayers, Roanoke, Va.
Norfolk Southern, L. A. Beck, ch. pur. off., Norfolk, Va.
North Louisiana & Gulf, M. F. Mooney, aud., Hodge, La.
Northampton & Bath, J. P. Kivlen, eng. m. of w. and equip., Northampton, Pa.
Northeast Oklahoma, I. R. Estus, secy.-aud., Miami, Okla.
Northern Pacific, F. C. Turner, gen. stkrp., St. Paul, Minn.
Northern Pacific Terminal, H. D. Mudgett, mgr., Portland, Ore.
Northwestern Pacific, J. W. Kelso, asst. to gen. stkrp., Tiburon, Calif.
Norwood & St. Lawrence, E. W. Beaty, supt., Norfolk, N. Y.

Ohio & Morenci, W. G. Bell, v. p. and treas., Springfield, Ohio
Okmulgee Northern, D. H. Corbell, asst. gen. mgr., Okmulgee, Okla.
Oneida & Western, E. C. Coleman, supt., Oneida, Tenn.
Oregon & Northwestern, B. B. Kromer, g. f. a., Hines, Ore.
Oregon, California & Eastern, H. M. Shapleigh, supt., Klamath Falls, Ore.
Oregon Pacific & Eastern, R. P. Boyce, aud., Cottage Grove, Ore.
Ouachita & North Western, W. L. McDermott, supt. and aud., Clarks, La.

Pacific Coast, C. R. English, v. p. and pur. agt., Seattle, Wash.
Pacific Electric, C. K. Bowen, Los Angeles, Calif.
Paris & Mount Pleasant, F. L. Brantley, v. p., Paris, Tex.
Pennsylvania, J. L. Layton, asst. ch. matl. supvr., Philadelphia, Pa.
Peoria & Pekin Union, J. T. O'Dea, pur. agt., Peoria, Ill.
Pere Marquette, E. A. Carlson, Grand Rapids, Mich.
Philadelphia, Bethlehem & New Eng., C. J. Fatzinger, aud., Bethlehem, Pa.
Pittsburg & Shawmut, E. J. Halberg, pres., Kittanning, Pa.
Pittsburg, Shawmut & Northern, F. S. Hammond, pur. agt., St. Marys, Pa.
Pittsburg & West Virginia, A. B. Cressler, supt. shops, Pittsburgh, Pa.
Pitts. & Lake Erie, A. L. Prentice, mgr. scrap and reclaim., Cleveland, Ohio
Pitts., Allegheny & McKees Rocks, H. C. Gollmer, McKees Rocks, Pa.
Pitts., Chartiers & Youghiogheny, N. W. McCallum, ch. eng., Pittsburgh, Pa.
Pittsburgh, Lisbon & Western, G. C. Harper, pres., Lisbon, Ohio
Port Angeles Western, P. Pearson, v. p. and g. m., Port Angeles, Wash.
Port Huron & Detroit, G. Y. Duffy, gen. mgr., Port Huron, Mich.
Prattsburg, G. Van Amburg, Prattsburg, N. Y.
Prescott & Northwestern, R. Peachey, Prescott, Ark.
Preston, H. E. Ream, gen. supt., Crellin, Md.
Pullman, Nels Kunst, pres., Chicago, Ill.

Quannah, Acme & Pacific, A. F. Sommer, Quannah, Tex.
Quincy, L. H. Thayer, supt., Quincy, Calif.

Rahway Valley, G. A. Clark, pres., Kenilworth, N. J.
Rapid City, Black Hills & West., J. P. Nye, gen. mgr., Rapid City, S. D.
Raritan River, H. Filskov, mgr. op. and maint., South Amboy, N. J.
Ray & Gila Valley, R. W. Thomas, gen. mgr., Ray, Ariz.
Reader, B. McCullough, gen. mgr., Shreveport, La.
Reading, W. A. Clem, pur. agt., Philadelphia, Pa.
Red River & Gulf, H. A. White, gen. mgr., Long Leaf, La.
Rich., Fredericks & Potomac, R. J. Rouse, pur. agt., Richmond, Va.
Rio Grande & Eagle Pass, R. W. Davis, v. p., Laredo, Tex.
River Terminal, C. D. Nichols, treas., Cleveland, Ohio
Rock Island Southern, J. B. Gillman, v. p. and t. m., Rock Island, Ill.
Roscoe, Snyder & Pacific, R. O. Dobbins, v. p., Roscoe, Tex.
Rutland, R. C. Arnoll, pur. agt., Rutland, Vt.

Sabine & Neches Valley, C. C. Cary, Deweyville, Tex.
Sacramento Northern, R. H. Murphy, Chico, Calif.
St. Louis & Belleville Electric, E. P. Foeller, pur. agt., St. Louis, Mo.
St. Louis & Hannibal, W. C. Ramsay, v. p. and g. m., Hannibal, Mo.
St. Louis-San Francisco, B. T. Wood, ch. pur. agt., St. Louis, Mo.
St. Louis Southwestern, F. C. Warren, gen. stkrp., Pine Bluff, Ark.
San Luis Central, F. C. Krauser, v. p., Denver, Col.
San Luis Valley Southern, G. T. Kearns, v. p. and mgr., Denver, Col.
Sand Springs, J. S. Babbitt, v. p., Sand Springs, Okla.
Santa Maria Valley, J. M. Davis, mgr., Santa Maria, Calif.
Sapulpa Union, B. F. Rea, gen. mgr., Sapulpa, Okla.
Savannah & Atlanta, C. E. Gay, Jr., pres., Savannah, Ga.
Seaboard Air Line, T. W. Parsons, asst. gen. mgr., Jacksonville, Fla.
Sheffield & Tionesta, F. Klinefister, pres. and g. m., Tionesta, Pa.
Sierra, W. C. Cheney, asst. gen. mgr., Jamestown, Calif.
Sioux City Terminal, R. M. Harben, traf. mgr., Sioux City, Iowa
Smoky Mountain, F. L. Parks, supt., Sevierville, Tenn.
Southern, C. B. Neubauer, asst. to v. p., Washington, D. C.
Southern Pacific, A. S. McKelligon, gen. stkrp., San Francisco, Calif.
Southern Pacific in Tex. and La., L. B. Wood, gen. stkrp., Houston, Tex.
Spokane International, E. S. McPherson, pres. and g. m., Spokane, Wash.
Spokane, Port. & Seattle, G. R. Williams, pur. agt., Portland, Ore.
State Belt, N. S. Bagley, act. supt., San Francisco, Calif.
Stockton Terminal & Eastern, F. J. Dietrich, Stockton, Calif.
Sumpter Valley, H. M. Miles, gen. mgr., Baker, Ore.
Sumter & Choctaw, R. S. Richardson, v. p., Bellamy, Ala.

Tennessee, S. A. Blair, gen. mgr., Oneida, Tenn.
Tenn., Alabama & Georgia, W. A. Forrester, ch. eng., Chattanooga, Tenn.

Tennessee & North Carolina, R. E. Crawford, aud., Hayesville, N. C.
Tennessee Central, J. L. Fossick, Jr., pur. agt., Nashville, Tenn.
Terminal of St. Louis, P. J. Watson, Jr., pres., St. Louis, Mo.
Terminal of Alabama Docks, C. E. Sauls, gen. mgr., Mobile, Ala.
Texas & Pacific, F. S. McClung, pur. agt., Dallas, Tex.
Texas Mexican, J. W. Mussett, Jr., Laredo, Tex.
Texas-Southeastern, H. G. Temple, pres. and g. m., Diboll, Tex.
Tidewater Southern, William Morse, Modesto, Calif.
Toledo, Angola & Western, W. Ohlemacher, aud., Toledo, Ohio
Toledo, Peoria & Western, G. Veolkner, asst. fed. mgr., Peoria, Ill.
Toledo Terminal, A. B. Newell, pres. and g. m., Toledo, Ohio
Tonopah & Goldfield, J. E. Peck, supt., Goldfield, Nev.
Tooele Valley, E. R. Phelps, g. f. and p. a., Salt Lake City, Utah
Tremont & Gulf, A. L. Smith, v. p. and g. m., Winnfield, La.
Trona, A. L. Paulsen, pur. agt., Trona, Calif.
Tuckasegee & Southeastern, T. L. Waters, aud., East Laporte, N. C.
Tuscon, Cornelia & Gila Bend, J. H. Davis, gen. mgr., Ajo, Ariz.

Unadilla Valley, L. L. Schomo, supt. m. p. and equip., New Berlin, N. Y.
Union, T. R. Dickinson, Pittsburgh, Pa.
Union Belt of Detroit, J. H. Faulkner, secy. op. comm., Detroit, Mich.
Union Pacific, H. S. Smith, Omaha, Neb.
Union Terminal, F. W. Grace, pres., Dallas, Tex.
Upper Merion & Plymouth, N. L. Moon, pres., Conshohocken, Pa.
Utah, J. L. Dorsey, pur. agt., Salt Lake City, Utah

Valley Siletz, C. L. Starr, v. p., Portland, Ore.
Ventura County, J. W. Rooney, gen. mgr., Oxnard, Calif.
Verde Tunnel & Smelter, H. P. Hughes, aud. and g. f. a., Clarkdale, Ariz.
Virginia & Carolina Southern, J. Q. Beckwith, Lumberton, N. C.
Virginia & Truckee, S. C. Bigelow, recr., Carson City, Nev.
Virginia Blue Ridge, W. H. Righter, v. p. and rdmastr., Massies Mill, Va.
Virginian, F. S. Tinder, Princeton, W. Va.

Wabash, I. C. Bon, supt. scrap recl., Decatur, Ill.
Waco, Beaumont, Trinity & Sabine, T. B. Leggett, gen. mgr., Trinity, Tex.

Warren & Ouachita Valley, W. R. Warner, gen. mgr., Warren, Ark.
Warren & Saline River, J. C. Anthony, v. p. and g. m., Warren, Ark.
Washington, Idaho & Mont., W. J. Gamble, asst. gen. mgr., Potlatch, Ida.
West Virginia Northern, G. Reith, gen. mgr., Kingwood, W. Va.
Western Allegheny, C. L. Correy, gen. mgr., Kaylor, Pa.
Western Maryland, M. E. Towner, gen. pur. agt., Baltimore, Md.
Western Pacific, E. W. Mason, v. p. and g. m., San Francisco, Calif.
Wheeling & Lake Erie, W. W. Griswold, pur. agt., Cleveland, Ohio
Wichita Falls & Southern, J. R. Jernigan, asst. gen. mgr., Wichita Falls, Tex.
Wilmington, Bruns. & Sou., E. F. Middleton, recr. and gen. mgr., Southport, N. C.
Winchester & Western, D. H. Scendiviver, pres., Winchester, Va.
Winfield, O. J. Binford, v. p., Butler, Pa.
Winifrede, Harry Ingram, gen. agt., Winifrede, W. Va.
Winston-Salem Southbound, H. E. Fries, pres. and g. m., Winston-Salem, N. C.
Wrightsville & Tennille, B. H. Lord, gen. mgr., Dublin, Ga.
Wyandotte Terminal, A. D. Harris, pur. agt., Wyandotte, Mich.
Wyoming, E. V. Kelly, Buffalo, Wyo.

Yosemite Valley, H. B. Wood, Merced, Calif.
Youngstown & Suburban, Lloyd Lyon, v. p., Youngstown, Ohio

New Books...

Railroading from the Head End, by S. Kip Farrington, Jr. 296 pages. 9 1/4 in. by 6 1/4 in. Bound in cloth. Published by Doubleday, Doran & Co., Garden City, N. Y. Price, \$3.50.

Handsomely produced and effectively illustrated, this book about locomotives and the work they do reflects the unbridled enthusiasm and omnivorous appetite for detail of the typical railroad fan—of the progressive, rather than the historical, variety. The author, an editor of *Field & Stream* and a writer on sport fishing and outdoor life, has undertaken to put on paper some of the "dynamic surge" and "streamlined romance"—to use the language of the publisher's "blurb"—of modern high speed train operation.

Most of the book's 22 short chapters deal with some phase of train movement, and particularly with the part played by locomotives in these activities, though there is a brief discussion of the history of one or two railroads and an occasional reference to roadbed, signals, car construction, and maintenance work. The book opens with chapters on the pre-war operation of fast freight and passenger trains, in which the dyed-in-the-wool fan's concern with wheel arrangements and length over couplers is repeatedly indicated. Main-line electrifications and Diesel-electric developments receive some attention, but the author's heart obviously belongs to steam power in action.

There are chapters on the perishable movement from the Pacific coast and from Florida, on merchandise train services in the East, on the peculiarities of railroading in mountainous territory, on yard and terminal operations, and on coal handling, all of them treated from the point of view of the operating man and particularly, as the book's title suggests, of the man on the locomotive.

Railroads-in-War News

Resources Board Views on Transport

Now adopts recommendations
of summary chapter in
recent report

National Resources Planning Board recommendations with respect to transportation are included in an over-all program of post-war planning contained in the Board's "National Resources Development Report for 1943" which President Roosevelt sent to Congress on March 10. Generally, the recommendations with respect to transportation are those contained in the summary chapter of the Board's "Transportation and National Policy" report which was published last November.

As noted in the *Railway Age* of November 7, 1942, page 748, the Board at that time made no commitment with respect to any of the summary-chapters recommendations, save to endorse the proposal for the establishment in the post-war period of a permanent National Transportation Agency. The present report's "findings and recommendations" of the board have this to say of transportation:

Transportation Modernization. We recommend:
(1) *A National Transportation Agency* should be created to coordinate all Federal development activity in transportation, absorbing existing development agencies, and cooperating actively with regulatory agencies. The agency would be responsible for unifying Government transportation planning, administrative and development functions, and would assume leadership in consolidation, coordination, and reconstruction of transportation facilities and services.

(2) *Public Responsibility for Basic Transport Facilities* for all media of transport—air, rail, water, highway, pipes, etc.—through

Terminal reconstruction—planning and construction of modern unified terminals as an integral part of the city plan for urban areas, is a logical public responsibility for which the Transportation agency should undertake active leadership;

Federal credit for the provision of new facilities, and for the modernization and rehabilitation of selected old facilities such as new transcontinental transportation strips for all media, east-and-west and north-and-south, new aids to navigation and safety provisions for all modes.

(3) For each media, we recommend:

Railroads.—Consolidation of railroads into a limited number of regional systems by legislation with appropriate authority granted to the Transportation Agency to enable such a program to be carried out vigorously. Grade and curvature revision, construction of cut-offs and unification of important through railroad routes, application of modern signal and dispatch devices, and revision of trackage facilities to provide adequately for efficient and low-cost post-war traffic.

Highway Transport.—Under the leadership of the Transportation Agency and on the basis of powers inherent in the control of Federal development funds, the task of establishing highway transport on a modern and efficient basis after the war should be undertaken at once. Major emphasis must be directed to the provision of express highways and off-street parking in urban areas.

Under the guidance of the Transportation Agency distribution of Federal and State funds to municipalities should be revised to cope adequately with the urban problem.

Authority should be granted the Federal and

State governments to acquire and finance adequate *lands and rights-of-way* for the account of State and local governments as well as for Federal development agencies to permit the ready undertaking of projects after the war.

Expansion of Air Transport.—The Transportation Agency should plan immediately for the conversion of the aviation industry from war to peace; for the development of an expanded and integrated system of airports and airways designed for both passenger and freight services; and for a rational program for coordinating an expanded air transport system with other types of transport.

New River and Harbor Developments for internal and foreign trade, as required to round out existing systems and where justified by existing or prospective traffic which can thus be handled more economically than by other means of transportation.

Pipe Lines.—The Transportation Agency should, in cooperation with pipe-line companies or through a public or mixed corporation, plan and carry out an enlargement and integration of the network of major pipe lines under which the Nation's essential liquid fuel supply can be assured in future emergencies.

(4) **Post-War Investment.**—The transportation industries, properly developed and coordinated, offer some of the most promising opportunities for wise investment. Planning and execution should be a function of the Transportation Agency and should seek to facilitate the transition from war to peace and provide America with the best that can be devised in integrated transport facilities.

In addition to its transportation phases, the report included plans for demobilization of men from the armed forces and from war industries and demobilization of war plants and wartime economic controls. As the press release accompanying the report put it, the Board "expresses the conviction that it should be the declared policy of the United States Government not only to promote and maintain a high level of national production and consumption, but also: To underwrite full employment for the employables; to guarantee a job for every man released from the armed forces and the war industries at the close of the war, with fair pay and working conditions; to guarantee and, when necessary, underwrite equal access to security, equal access to education for all, equal access to health and nutrition for all, and wholesome housing conditions for all."

At the same time the President sent to Congress a second Resources Board report on "Security, Work and Relief Policies," which embodied recommendations for broadening social security plans. This report is digested in a pamphlet entitled "After the War—Toward Security."

Bunker Coal Prices Equalized

To increase the movement of bituminous coal from the southern fields for bunker fuel use in coastwise vessels at New York, said to be recently threatened with a shortage of northern coals, the Office of Price Administration March 9 amended its price control regulations to equalize the maximum prices at New York of coal from the two regions. This action follows a similar price adjustment recently directed which applied only to fuel for vessels moving off-shore.

Union Leaders Have "Responsibilities"

Eastman warns public will not
tolerate manpower waste
in war emergency

Power "here and there" has gone to the heads of labor union leaders, Director Joseph B. Eastman of the Office of Defense Transportation remarked in a public address last week in which he urged them to spend more time on the responsibilities that go with power. Mr. Eastman spoke at a "Keep 'Em Rolling" rally in Philadelphia, Pa., March 5, largely attended by representatives of both managements and employees in the transportation industries, especially in the highway trucking field.

Remarking that he had not spoken recently to an audience in which labor was largely represented, the ODT director said he was going to take advantage of the opportunity to "say some things about labor organizations that have been on my mind," applicable to unions generally rather than specially to those represented at the meeting.

"I have watched labor unions grow continually in number, strength, and power," he said. "I have lived through the time when what we used to call the 'vested interests' had extraordinary power and through the days of banker domination. As the unions have gained in strength, I have been happy over the better wages and working conditions that they have brought to the workers of our country. They have ceased to be under dogs. They have in fact come into very great power."

"Uneasy lies the head that wears the crown." Power brings with it responsibilities. It is also very easy to abuse. When the 'vested interests' had power, they abused it. So did the bankers. I wish that along with what is properly said about the rights of labor, more time were spent on the responsibilities which go with power. I have been fortunate enough in my time to know many business men, bankers, lawyers, public office holders, and labor leaders. Every one of these groups has its racketeers, its would-be Hitlers, and its tricksters. And every one has its men of honor and responsibility and devotion to the public good. In my judgment, the percentages are about the same in the case of all these groups.

"I fear that labor unions are in some danger. They are new to power. Here and there it has gone to their heads somewhat, and in some cases they have allowed abuse to creep in. They are for liberty and democracy, they are against tyranny and despotism, but have they always car-

ried these precepts into practice in their own affairs? They demand that business men be held to public accounting, but are they willing to be so held themselves? The pendulum always swings from one extreme to the other. There is danger of a public reaction against labor unions, and already I see signs that it is setting in. If their houses are not in order, I suggest that they clean these houses themselves.

"There is no better breeding time for such reaction than war time. Practices which the public will overlook in normal times, they will not overlook in days of war. They will resent it bitterly, if they come to the opinion that the unions are placing their own special welfare ahead of their country's welfare. In times of widespread unemployment, they will tolerate make-work devices, absenteeism, and the cutting of hours to the bone. But they will not excuse these things in days of manpower shortage when the country is in dire need of the greatest possible production. Nor will they fail to resent strikes at such a time when the government has set up all manner of machinery for the fair settlement of labor disputes, nor demands for extraordinary wages at a time when inflation is one of our greatest dangers and the boys in the Army and Navy are risking their lives for a pittance."

In another portion of his address, Mr. Eastman outlined the problem facing all forms of transportation in meeting a peak load in the face of shortages of manpower and equipment, and called attention to opportunities still open to truck operators to reduce waste mileage and service that is more convenient than necessary.

Commending the co-operation with which the ODT's efforts in this direction have largely been met, he added that he knew "that there has been some resentment and suspicion, on the ground that we were being used by the railroads or various large industries to pull their chestnuts out of the fire and put over, under the smoke screen of war emergency, schemes that they have long had in mind for their own benefit."

In the hope of removing some of these suspicions, said Mr. Eastman, he went on to point out that "what we are trying to do has only one purpose, and that is to keep truck operations going notwithstanding these desperate shortages which threaten their life. You may not like this frying pan, but the fire is worse."

War Bars Fourth Section Relief

Because "the present war emergency requires complete utilization of all available railroad equipment, particularly tank cars," the Interstate Commerce Commission, Division 2, has denied a fourth-section-relief application which it concedes it would have granted "under normal conditions" to permit interested railroads to compete with barges for a movement of acid from Texas City, Tex., to South Charleston, W. Va. The barges are owned by the shipper—Carbon & Carbide Chemicals Corporation—who offered the railroads a share of the traffic if they established reduced rates.

Noting that the barges had already been constructed particularly for the traffic involved, the commission thought that in

Russia Gets U. S. Rail

Lend-lease shipments from this country to Russia have included large quantities of important transportation and communication equipment, Lend-Lease Administrator E. R. Stettinius, Jr., revealed March 8 in making public a summary of supplies sent to that country up to February 1 of this year.

The Soviet railroads have been sent 75,000 tons of rails and 17,000 tons of other railroad equipment, Mr. Stettinius announced, and steel shipments to Russia have totaled 580,000 tons. About 99,000 military motor vehicles, not including tanks, have been shipped there, of which some 72,500 were trucks. Among other industrial materials copper, zinc, aluminum and chemicals have been shipped in large quantities, he added.

these times they should be so used to release railroad equipment for acids in territories where water transportation is not available. After conceding, as noted above, that some measure of relief would be justified on the record if conditions were normal, the commission went on to speak of the war emergency when the national transportation policy "is directed primarily toward making the most efficient use of all available transportation facilities." The decision is in I. & S. Docket No. 5138.

Transportation Still Paramount, Somervell Says

"The whole field of transportation will continue to require our best efforts," said Lieutenant General Brehon B. Somervell, commanding general of the Army's Services of Supply in his "Report to the Peo-

ple" on the Services' first year of operation. At the same time the report announced that the name of the Services of Supply would be changed to Army Services Forces.

General Somervell issued his report at a March 10 press conference. Generally it covered all military activities under his command, praising all units for their accomplishments of the past year. "The movement of men and supplies by our Transportation Corps in our first year," the report said, "has been one of our outstanding accomplishments. Working in conjunction with the Navy and the Maritime Commission, we have shipped overseas six times the volume of supplies we did in the first year of the first World War, and two and one-half times as many men; this in spite of the much longer distances now involved. We are prepared to do nearly three times that much this year."

New ODT Field Offices

Three new field offices of the Division of Railway Transport, Office of Defense Transportation, have been established at Houston, Tex., Louisville, Ky., and Sacramento, Calif.

Ernest A. O'Donnell, who has been with the Division as supervisor of rail terminals in Los Angeles, Calif., since last August, has been appointed deputy director in charge of the new Houston office. He replaces W. T. Long, Jr., who has resigned to return to the Texas & Pacific. Mr. Long had been serving as deputy director with headquarters at Dallas, Tex.

Arthur E. O'Dea has been named supervisor of rail terminals in charge of the new office at Louisville, Ky. Mr. O'Dea, a former Lehigh Valley division superintendent, comes to the ODT from the War Production Board, where he held the position of principal industrial specialist in the Railroad Unit of the Industrial Salvage

* * *



Boston & Maine Opens Telegraphy School in Railroad Station

Members of a class conducted at an Exeter, N. H., station, where housewives, schoolboys and older men are being trained to become telegraphers and ticket agents—to replace men called into the armed forces.

Branch. John G. Nolte, who has been with the ODT at Salt Lake City, Utah, since last August as assistant supervisor of rail terminals, will go to the new Sacramento office as supervisor of rail terminals. Harvey A. Connett has been appointed supervisor of rail terminals at Salt Lake City, succeeding Mr. Nolte. Mr. Connett has been with the ODT as a field consultant since last September, having retired in 1940 from the position of assistant to the vice-president of the Union Pacific.

Government Announces Railroad Scrap Tonnage

Iron and steel scrap produced by railroads in 1942, as reported to the U. S. Bureau of Mines, totaled 208,524 gross tons in November, 175,698 gross tons in December, and 2,283,194 gross tons, or approximately 2,500,000 net tons, for the 12 months, according to figures which have just been released by the Bureau. Not all carriers were required to prepare statements last year, and many railroads confined their reports strictly to scrap shipped on sales orders to dealers and consumers. The Mines' total for 1942, therefore, does not include all the scrap that was produced by all railroads in 1942, and excludes large amounts of iron and steel scrap exchanged with foundries for new wheels and other castings; and also excludes sales of relayer rail and other materials which were not billed to consignees as scrap. As reported, the total was 9.1 per cent of the 25,013,747 gross tons of

purchased iron and steel scrap received by consumers in the United States last year. Of the total scrap reported by railroads, 699,792 gross tons, or 30 per cent of the total, was No. 1 heavy melting steel, and 592,789 gross tons was scrap rail and re-rolling rail. Only 216,580 gross tons, or 9.5 per cent, was unprepared scrap. No-

The corresponding figures for earlier months appeared on page 101 of the *Railway Age* of January 2.

Post-War Road Program

A proposed post-war highway program calling for the expenditure of not less than a billion dollars a year of federal funds

Railroad Scrap and Total Scrap—1942*			Consumers Receipts of Purchased Scrap
Shipments by Railroads†			
November	December	Total	Total
G. T.	G. T.	G. T.	G. T.
No. 1 Heavy melting steel	58,240	47,088	699,792
No. 2 Heavy melting steel	539	681	8,712
Bundles	41	...	89
Low phos. scrap	5,040	4,559	62,721
Cast iron scrap	15,027	16,379	179,507
Turnings and/or borings	7,709	6,020	82,296
Re-rolling rails	34,223	25,749	342,995
Scrap rails	27,814	23,380	249,794
Chromium-nickel stainless steel	1	3	98
Chromium base stainless steel	...	2	13
All compositions of SAE low alloy steels	...	4	250
All other prepared scrap	38,122	36,677	440,347
Unprepared scrap	21,768	15,156	216,580
Total	208,524	175,698	2,283,194
			25,013,747

* Iron and Steel Scrap as reported to U. S. Bureau of Mines.
† Shipments on sales orders to dealers and consumers.

November shipments were 5 per cent less than in October, when railroad shipments were the highest for the year; December shipments were 20 per cent less than in October. The aggregate shipments for the year and the figures for November and December, as compiled by the Bureau of Mines are given in the table.

for a period of at least three years was outlined March 5 to Major General Philip B. Fleming, Federal Works Administrator, by the American Association of State Highway Officials.

An FWA press release said that Brady P. Gentry, chairman of the Texas State Highway Commission and president of the Association had told General Fleming that expenditure of \$1,000,000,000 yearly in highway construction would give work for a year to approximately 750,000 men, besides rehabilitating, improving and expanding the highway system.

"The success," Mr. Gentry added, "of such a proposed program in the three-year period immediately following the war, must wholly depend on having sufficient and entirely complete plans ready when hostilities end. . . . It must be remembered that before contracts can be let for highway construction aggregating \$1,000,000,000 the State Highway Departments must make surveys, secure rights of way and draft detailed plans, at a total cost of approximately \$200,000,000."

Eastman Asks Shippers to Clean Out Cars

Director Eastman of the Office of Defense Transportation, has appealed to shippers to remove dunnage, nails, strapping, and other debris from cars to permit immediate reloading without first moving the cars to repair or other tracks for cleaning by railroad forces. The appeal was made in a letter to ODT Regional Transportation Advisory Committees in the major cities of the United States.

The removal of dunnage—materials such as bracing used in loading cars—and other debris, declared Mr. Eastman, "has long been a subject of discussion between the users of railroad transportation and the railroads. It is widely recognized that the car-days, locomotive time, and man-hours now consumed by the railroads in readying carelessly unloaded cars for reloading



A Man and Wife Crossing Tender "Team"

Mrs. Harry H. Cameron, wife of a veteran crossing tender on the Boston & Maine in New Hampshire, now handles the gates at one of the road's busy grade crossings on the afternoon trick—relieving her husband who works the early morning shift.

represent wasted capacity that, in war time, should be devoted to actual transportation performance."

Mr. Eastman paid tribute to the work done in this field by the Shippers Advisory Boards and other shipper organizations, but he went on to point out that the ODT field forces continue to report opportunities for further cooperation in this conservation program.

A recent survey made by some of the larger carriers indicates, Mr. Eastman revealed, that for an individual carrier as many as 20,000 cars are handled over the cleaning tracks in one month. Photographs and reports on such cars show that they contain not only bracing material used for the safe transportation of the commodity carried in the car but a great deal of foreign matter.

ODT Calls Conference To Study Employment of Women

Extensive employment of women in the transportation industries to replace men called to the armed forces will be considered by representatives of the industries at a two-day conference to be held in Washington, D. C., March 18-19.

The meeting has been called by Otto S. Beyer, director of the Division of transport personnel, Office of Defense Transportation.

"The difficulty of finding men to replace those called from the transportation industries into the armed forces makes it mandatory that we look to women as a major labor supply," Mr. Beyer said. "Many thousands of women will be needed in 1943 to fill transportation occupations which up to this time have been handled exclusively by men. It seems advisable, therefore, that representatives of the different branches of transportation should meet together to discuss the numerous questions and problems which necessarily arise in connection with the increased employment of women."

Representatives of local transit, air, rail and trucking industries have been invited to attend the conference. Speakers recruited from the industries, from labor and from government will discuss American and British experiences with the employment of women in transportation, state laws affecting the employment of women and methods of recruiting, selecting and training women for transportation jobs.

Materials and Prices

Following is a digest of orders and notices of interest to railroads, issued by the War Production Board and the Office of Price Administration since February 25.

Controlled materials—Amendments to CMP Regulations No. 1, 3 and 4, announced March 1, establish procedures for contingencies not previously covered. No manufacturer may accept an allotment for a Class A product, regardless of the accompanying preference rating, if he does not expect to be able to fulfill the related authorized production schedule. If he has accepted an allotment and an authorized production schedule for a Class A product, he may not accept any other delivery order, except one rated AAA, if its filling would interfere with the completion of the schedule previously accepted. A manufacturer turning out Class B products to fill unrated or low-rated orders must accept higher rated orders, as provided in priorities Regulation No. 1, unless he is also making a Class A product on an authorized production schedule. Regulation No. 1 also discontinues Form CMP-6, which was prescribed for placing authorized controlled material orders with a producer of controlled materials. The regulation now provides a form of certification which may be placed on the purchase order.

Regulation No. 3, as amended, permits dealers, distributors and jobbers, who receive rated orders from customers bearing allotment numbers or symbols, to use the allotment number or symbol in extending the rating. Previously, they were allowed to extend only the preference ratings without allotment numbers. Allotment numbers used in connection with the extension of preference ratings do not constitute an allotment and therefore may not be used to obtain controlled materials. Production material, as redefined in the new version of Regulation No. 3, includes items purchased by a manufacturer for resale to round out his line, if these items do not amount to more than 10 per cent of his total sales.

Changes in Regulation No. 4 clarify the conditions under which a distributor may fill orders, other than authorized controlled materials orders, for specified quantities of steel shapes and forms.

Regulation No. 7, pending, will provide a single standard form of certification which may be placed on any delivery order, in lieu of one or more of the other forms now required for use in varying circumstances by Regulations No. 3, 4 and 5. The earlier forms, however, may still be used in the appropriate circumstances if a

controlled materials purchaser so chooses. Regulation No. 7 will also provide that any delivery order under the Controlled Materials Plan may be validated by endorsing it or accompanying the order with a certificate, in substantially the following form, signed manually or with a facsimile signature as provided in Priorities Regulation No. 7: "The undersigned purchaser certifies, subject to the penalties of Section 35 (A) of the United States Criminal Code, to the seller and to the War Production Board that, to the best of his knowledge and belief, the undersigned is authorized under applicable War Production Board regulations or orders to place this delivery order, to receive the item ordered for the purpose for which ordered and to use any preference rating or allotment number or symbol which the undersigned has placed on this order." If a regulation requires that an allotment number or symbol, preference rating or other identification be included in a certification, it must be placed on the delivery order if this form above is used.

Cranes—Priorities Regulation No. 11, covering maintenance, repair and operating supplies, as interpreted March 5, points out that cranes and monorails costing less than \$200, intended to replace existing equipment or for minor relocation of plant machinery, may be considered minor capital equipment and use assigned ratings, but that those costing more than \$500 would not be so considered. Use of the rating for items costing between these two sums must be considered in the light of the size of the plant, the nature of the equipment and similar factors. In case of doubt, an application for priorities assistance should be made on Form PD-1A. The interpretation also states that Priorities Regulation No. 11A provides that Controlled Materials Plan Regulation No. 5 will govern in the case of maintenance, repair and operating supplies to be delivered after March 31. As the CMP Regulation sets a limit of \$500 on items of productive capital equipment and minor capital additions which may be purchased under its procedures, there may be some items which constitute maintenance, repair and operating supplies under CMP Regulation No. 5 which do not fall within the definition of these contained in Priorities Regulation No. 11.

Fabricated steel—A circular, interpreting the CMP plan, points out that, generally, fabricated structural steel for construction will be classified as a Class A product. Manufacturers of Class A products shall file applications for allotments only when and as called for by the Claimant

Agency or other consumer for whom they make products. Allotments for Class A products sold for use as maintenance, repair and operating supplies or delivered to distributors, should be obtained on Form CMP-4B. Class A products for a construction or facility project require a CMP-4A application with the customer. Controlled materials for the manufacture of a Class B product require a CMP-4B application. This should include only requirements for Class B products as defined in the official CMP Class B Product List. Fabricated structural steel is considered a Class A product and miscellaneous and ornamental iron and steel fall in the classification of B products.

Feed water heaters—An amendment to Order L-154, issued March 1, revoked Schedule III of the order covering feed water heaters because the use of certain metals in the manufacture of feed water heaters is adequately controlled under the provisions of General Limitation Order L-172.

Motors—General Limitation Order L-123, as amended March 1, no longer requires purchase orders for certain repair and maintenance parts of general industrial equipment to be accompanied by certificates showing that they are exempted from the restrictions imposed by the order. The exemptions for which certification was formerly required cover purchase orders for repair and maintenance parts not exceeding \$1,000 in value for any single piece of general industrial equipment or for parts needed to repair actual breakdowns, regardless of their value. Under the amendment, general industrial equipment no longer includes industrial fans and blowers; industrial pumps, mechanically operated; industrial hand trucks; passenger or freight elevators, incliners and electrically operated passenger elevating devices appurtenant to stationary stairways; electric motors of one horse power and over; motor-generator sets $\frac{3}{4}$ k.w., or one h.p., and above; and electric controllers, rated one horse power and over. It adds electric motors, rated less than one horse power, except motors used in the operation of passenger automobiles, trucks, truck trailers, passenger carriers and off-the-highway motor vehicles, as defined in L-158, or in the operation of stationary automotive type engines.

Priorities—Producers of steel have been notified that all allotment numbered orders for controlled materials will be of equal importance and that after July 1, any preference rating accompanying an allotment number has no bearing on a controlled material order. Between April 1 and June 30, allotment numbered orders must be filled first and orders which are not authorized controlled material orders may be filled in sequence of their priority ratings. For other than controlled materials, where products have been manufactured from controlled materials, the rating sequence established in Paragraph (c) of Regulation No. 3 shall apply. Mills must not accept orders for steel in excess of the capacity they can deliver on the scheduled dates, as requested by Steel Production Directive Series Y which specifies that accepted orders for delivery in any one month may not exceed 110 per cent of the 100 per cent rated capacity of the mill.

Steel flanges—Schedule 2 of Limitation Order L-42, as amended March 3, permits greater use of grey cast iron and malleable iron in pipe flange manufacture. The amended schedule lists the sizes of pipe flanges in which grey cast iron or malleable iron are allowed. It also permits the production of malleable iron screwed flanges and blind flanges, reducing screwed flanges and lap joint flanges in those pipe sizes in which grey cast iron is allowed. Grey cast iron lap joint flanges are permitted in additional pipe sizes.

Prices

Non-ferrous metal—Amendment No. 2 to Revised Maximum Price Regulation No. 125 (non-ferrous foundry products) was postponed from March 1 to April 1, the date on which sellers of non-ferrous castings must stop billing their purchasers at higher prices specified in earlier contracts. It does not change earlier requirements that final settlement for products billed at the higher contract prices must not be made at prices higher than the maximum prices established February 1. Adjustment of prices to the new maximums must be made within 30 days after the billing or invoicing.

GENERAL NEWS

I. C. C. Rejects Erie Bond Sale Proposal

C. & O. protest results in finding cost surpasses direct benefits

Division 4 of the Interstate Commerce Commission, on March 11, made public its rejection of the Erie's application for authority to issue \$14,000,000 of 3½ per cent first consolidated mortgage bonds, which that company had sold subject to the Commission's approval to Morgan Stanley & Company at 96. The decision was based neither on the competitive-bidding issue nor on the fairness of the price. Instead, the division found first, that the costs of the transaction to maturity will exceed its direct benefits; and, second, that part of the cost of retiring the Reconstruction Finance Corporation note should have been borne by the Erie's treasury.

The grounds on which the Chesapeake & Ohio objected to the arrangement made by the Erie with Morgan Stanley & Company were explained by officers of the former road in the course of a Commission hearing last week.

The principal witnesses for the C. & O. were Robert R. Young, chairman of the road's board of directors and also chairman of the board of the Allegheny Corporation, and Carl E. Newton, president. Other witnesses had been called by the C. & O. to testify earlier in the proceedings, as reported in *Railway Age* of March 6, page 478, in connection with the explanations of the actions leading up to the application which were made by various witnesses for the Erie.

The hearing was concluded on March 4, and the Interstate Commerce Commission's finance director, Oliver E. Sweet, on the same day heard the arguments of counsel of the two railroads and other interested parties.

Pointing out that the C. & O., with its subsidiaries, is the largest single stockholder of the Erie, holding directly or indirectly about 55 per cent of the outstanding common stock warrants as well as some 50,700 shares of that stock, its officers detailed their reasons for considering the terms of the arrangement with Morgan Stanley & Company "improvident" in that, as they interpret the situation, the sole

Ops Apply for Board

Dr. William M. Leiserson, chairman of the National Railway Labor Panel, has received the formal application of the five transportation unions for the appointment of an emergency board to pass on their demands for a wage increase of 30 per cent with a minimum increase of \$3 per day. No action on the application was expected before the first of next month.

beneficiaries will be the bankers, who will receive \$210,000. "Before the Erie made this deal they owed \$14,000,000," Mr. Newton pointed out in a preliminary statement. "If it is allowed to go through with the Morgan Stanley & Company deal, it will still owe \$14,000,000, and in the transaction \$1,123,400 of good hard cash will have disappeared from the Erie treasury."

The computation made by the Erie indicates that an annual saving to that road of \$4,200 will result from the financing, the C. & O.'s president asserted, but this "ignores factors which, if taken into account, convert the small savings claimed into a substantial annual loss which may be as great as \$44,959 a year."

Halsey, Stuart & Company and Otis & Company, the banking group which had sought to submit a bid to the Erie to take the bonds sold to Morgan Stanley & Company at a higher price than that firm offered the road, introduced H. L. Stuart of Halsey, Stuart & Company as a witness in order to get into the record of the case their views as to the circumstances under which they proposed to bid and the nature of the offer they were prepared to make. Mr. Stuart not only did this; he went further and submitted a new offer to the Erie, in which he proposed to underwrite the road's commitment to purchase the \$14,000,000 note held by the Reconstruction Finance Corporation while competitive bidding procedures were carried out, on condition that the bonds would be sold to the highest bidder and that his group should be allowed to enter a bid.

Alternatively, Mr. Stuart offered to underwrite the transaction with Morgan Stanley & Company if the bond issue could be opened to competitive bidding. The proposal was made under such rather unusual circumstances, Mr. Stuart indicated, because the Erie appeared to be "in a hole" as a result of the protest made by the C. & O. and others against the terms of the Morgan Stanley & Company agreement, and his banking group, being to some

(Continued on page 529)

January's N.O.I.

Was \$105,304,320

Rise of 57.5 per cent above \$66,850,765 reported for first 1942 month

Class I railroads in January had a net railway operating income of \$105,304,320, as compared with \$66,850,765 in January 1942, an increase of 57.5 per cent. These figures, like the December results published in the *Railway Age* of February 13, were taken from the final advance summaries issued monthly by the Interstate Commerce Commission's Bureau of Transport Economics and Statistics, the Association of American Railroads' press releases which formerly announced the figures having been omitted for the past two months.

January gross totaled \$671,334,151, up 39.7 per cent from January, 1942's \$480,688,115, freight revenue being up 31 per cent, and passenger revenue 100.6 per cent. Total expenses, taxes and rents were up 36.8 per cent, while the operating ratio was 63.2 as compared with 72.5 in January, 1942. The figures are broken down by regions in the accompanying table.

The I. C. C. Bureau's "Monthly Comment on Transportation Statistics," coming along a few days after the summary of January results, reviewed recent trends in freight and passenger revenues. A table in that connection sets up for recent months freight and passenger revenue indices computed on the basis of 1935-39 figures as 100 and adjusted for seasonal variations. The January index for freight revenue was 213.6 which compares with December's 205.2, November's 206.3 and October's 205.1. The index for passenger revenue, on the other hand, reached a peak in November of 335.6, up 9.5 points from October's 326.1; but it has since receded to December's 332.2 and January's 325.2.

The Bureau's analysis of January expenses points out that depreciation charges at \$26,417,674 were up \$8,664,984 or 48.8 per cent as compared with January, 1942. While the monthly reports do not subdivide amounts reported for depreciation, this \$8,664,984 is taken as an indication of the additional charges resulting from the commission order requiring accruals on fixed property beginning January 1. Twelve times that figure is \$104,000,000, which the Bureau says "would be a rough estimate of the net annual effect on operating expenses of the new depreciation order." The amount included in January expenses for amortization of defense projects was \$9,381,148 against \$3,861,700 one year earlier.

January tax accruals, totaling \$127,000,-

000, were more than two and one-third times those of January, 1942, the percentage increase being 138.2. "If federal income and profits taxes are excluded from consideration," the Bureau said, "the net earnings would be \$193.2 millions for January, 1943, and \$86.5 millions one year earlier, an increase of \$106.7 millions. Thus, out of increased revenues of \$190.6 millions, \$106.8 millions or 56 per cent found their way into the net before federal income taxes."

The comment statement also gives a figure of \$958,860,655 as the net income of the Class I roads for the year 1942. This had been estimated at \$960,000,000 in the Bureau's previous statement, as noted in the *Railway Age* of February 13, page 372. The 1941 net income was \$501,393,076, so last year's was up \$457,467,579. In this connection the Bureau added: "If the net income is computed without deduction of federal income and profits taxes, the comparison is \$1,717,727,956 for 1942 against \$673,990,345 for 1941, an increase of \$1,043,737,611. The federal income and profits taxes, which amounted to \$758,867,301 for 1942, were thus 44.18 per cent of the income available for their payment."

"The high earnings of 1942," the Bureau went on, "reduced to insignificance the ag-

are either under financial reorganization or are subsidiaries of larger railways."

President Approves Telegraph Merger Bill

President Roosevelt has signed S. 158, the recently-enacted bill to amend the Communications Act of 1934 to permit mergers of domestic telegraph companies.

Motor Carrier Embargoes

The Interstate Commerce Commission on March 10 made public a March 2 order prescribing procedures for the establishment and publication of embargoes by motor carriers. The order becomes effective April 15.

Southern and L. & N. Object to New Monon Plan

In a joint "statement" to the Interstate Commerce Commission, made public by the commission March 6, the Louisville & Nashville and Southern have indicated their attitude toward the proposed plan of reorganization for the Chicago, Indianapolis & Louisville recommended by Examiner Milo H. Brinkley and reported in *Railway Age* of January 2, page 144.

While they recognize the fact that the elimination of their present stock holdings

are unwilling to enter into a traffic agreement such as was offered if they are to receive only 50 or 51 per cent of the "B" stock in the new Monon, as provided in the proposed plan. They would be unwilling to work to secure traffic for the Monon and to undertake the burden of management of the new company for the "slender prospect of dividends on and value in as small an amount of stock as the plan proposes," their statement to the commission adds.

Allegheny Board to Meet March 17

The Allegheny Regional Advisory Board will hold its annual meeting at Pittsburgh, Pa., on March 17. Joseph B. Eastman, director of the Office of Defense Transportation will be the speaker at a luncheon.

Trans-Missouri-Kansas Board Meeting

The Trans-Missouri-Kansas Shippers Board will hold its twenty-first annual and sixty-fifth regular meeting at St. Louis, Mo., on March 17. At a joint luncheon with the St. Louis Traffic Club, Arthur H. Gass, manager of the Military Transport section of the Association of American Railroads, will speak on "Victory Rides the Rails."

Tie Association Meeting

The Railway Tie Association will hold its twenty-fifth annual meeting in the Hotel Statler, St. Louis, on May 4 in accordance with action taken by the Executive committee at a recent meeting in New Orleans. The program for this one-day meeting will be streamlined in keeping with these days and will be confined to the consideration of problems of the cross-tie industry.

Arnold Confirmed for Court

The Senate on March 9 confirmed President Roosevelt's recent appointment of Thurman W. Arnold to be an associate justice of the United States Court of Appeals for the District of Columbia. During his service as assistant attorney general in charge of anti-trust prosecutions, Mr. Arnold directed the case wherein a consent decree was obtained in connection with the Association of American Railroads' former policy in opposition to rail-motor rates; and more recently he was involved in investigations of tariff bureaus and rate associations.

Pacific Electric Wage Hearings Continue

Hearings on the Pacific Electric Company (controlled by the Southern Pacific) wage controversy were recessed temporarily on March 6 to be reconvened on March 15, after witnesses for the Brotherhood of Railway Trainmen had presented testimony relative to wage schedules for trainmen in various classes of work for both freight and passenger service on the Pacific Electric. Employees of steam railroads were called to testify that the work on the Pacific Electric was similar to that they were doing for a higher rate of pay and employees of the Pacific Electric were

Year	Freight revenue	Passenger revenue	Total operating revenues	Railway expenses, taxes and rents	Net railway operating income—January	Operating ratio
UNITED STATES (136 Carriers)						
1943	\$514,316,307	\$111,725,159	\$671,334,151	\$566,029,831	\$105,304,320	63.2
1942	392,567,637	55,697,237	480,688,115	413,837,350	66,850,765	72.5
Increase	31.0	100.6	39.7	36.8	57.5	—
EASTERN DISTRICT (51 Carriers)						
1943	201,070,932	46,065,263	265,838,606	231,368,693	34,469,933	69.3
1942	163,934,909	27,475,069	205,281,276	184,473,397	20,807,879	75.9
Increase	22.7	67.7	29.5	25.4	65.7	—
POCAHONTAS REGION (4 Carriers)						
1943	28,376,181	3,910,063	33,387,979	27,327,282	6,060,697	52.2
1942	24,409,439	1,557,880	26,801,230	21,228,758	5,572,472	58.6
Increase	16.3	151.0	24.6	28.7	8.8	—
SOUTHERN REGION (26 Carriers)						
1943	78,554,626	19,261,368	103,554,098	85,314,721	18,239,377	57.0
1942	53,947,956	8,497,883	66,560,185	55,562,491	10,997,694	71.2
Increase	45.6	126.7	55.6	53.5	65.8	—
WESTERN DISTRICT (55 Carriers)						
1943	206,314,568	42,488,465	268,553,468	222,019,155	46,534,313	60.9
1942	150,275,333	18,166,405	182,045,424	152,572,704	29,472,720	71.3
Increase	37.3	133.9	47.5	45.5	57.9	—

gregate deficit of railways reporting a deficit in net income. Out of 132 reports, representing 136 railways, from which the above totals for 1942 were computed, there were 117 reports showing a net income of \$966,862,233, three reports in which the net income was given as zero because the net income or deficit was absorbed by the controlling company, and 12 reports which show deficits, aggregating \$8,001,578. These 12 roads are: Burlington-Rock Island; Minneapolis, St. Paul & Sault Ste. Marie; Georgia & Florida; Minneapolis & St. Louis; New Orleans, Texas & Mexico; San Antonio, Uvalde & Gulf; New York, Ontario & Western; Long Island; Pennsylvania-Reading Seashore Lines; Pittsburgh & Shawmut; Pittsburgh, Shawmut & Northern; and Northwestern Pacific. All of these except the Pittsburgh & Shawmut

in the Monon in the proposed plan may appear to leave them only indirectly interested, the roads point out, they wish the commission to know their position with respect to the suggested provision for exchanging certain stock in the new company for a traffic agreement in which they would be bound to favor the new Monon.

The proposal of the L. & N. and Southern for a traffic agreement with the new company, the principle of which was adopted in the proposed plan, was based on receipt by them of a 51 per cent interest in the stock of the new company, they state. As the plan does not provide for such a distribution of the stock, they do not feel bound to accept the exchange arrangement proposed in the plan, they inform the commission.

Furthermore, the two roads state, they

also questioned regarding increased living costs.

Presentation of testimony by the Brotherhood is expected to be completed by March 16 and Fred Karr, vice-president and chief counsel of the Pacific Electric stated that the case will likely continue about nine days after that date.

As reported in the *Railway Age* of March 6, the Brotherhood contends that trainmen on the Pacific Electric should receive rates of pay comparable to those on steam railroads for similar work, while the company contends that transit company rates should continue to prevail.

Private Bus Use Is Curtailed

Operations of privately owned motor buses in various special services of the "free" or "convenience" type have been prohibited by Director Eastman of the Office of Defense Transportation by General Order ODT-10-A, effective March 15. Included in such special services are private buses providing transportation for hotel and apartment tenants, patrons of stores or shopping centers, members of athletic and social clubs, touring entertainment groups, athletic teams, and comparable organizations. Provision is made for special permits to meet exceptional situations, such as service to hospitals, homes for the aged, and similar institutions.

Chicago Terminal Division of I. C. Wins President's Award

The Chicago Terminal division of the Illinois Central was awarded its president's safety trophy at a dinner in Chicago on February 25. The award is made annually to the division making the best safety record during the year. In competition with 11 other divisions, the Chicago Terminal placed first with a casualty rate of 4.71 for 12,927,000 man hours. Plaques were also presented to the stores, maintenance-of-way and Diesel and electrical equipment departments for excellent performance. In presenting the awards, J. L. Beven, president, stressed the importance of the conservation of manpower, materials and transportation facilities.

New Record in Great Lakes Ore Movement Planned for '43

A tentative quota of 95 million gross tons for the 1943 Great Lakes iron ore movement was announced March 9 by the War Production Board. This compares with last year's never-approached record of 92,076,781 tons.

Because 16 new ore carriers will soon be added to the Great Lakes fleet, no undue difficulty is expected in meeting this goal, the WPB indicated, although weather conditions will affect the total handled. In 1942 an unusually long period of navigation, 254 days, resulted from an early spring. The outlook for such an early opening is not good this year, it was stated, but it is thought the addition of the new boats, each of which has a capacity of 14,000 tons, will more than make up for the shorter season.

If this year's period of navigation equals the average, which is 240 days, it will be necessary to load and ship daily from the

upper lake ports an average of 395,866 tons of ore, the WPB adds. Conferences of producers, shippers, and the WPB divisions concerned set this quota, and "a directive to the Office of Defense Transportation to make the necessary ship space available" will be prepared by the WPB's stockpile and transportation division.

Pension Act Amendments

Additional proposals to amend the Railroad Retirement Act have been introduced in Congress by Senators Reynolds, Democrat of North Carolina, and Langer, Republican of North Dakota, and in the House by Representative Powers, Republican of New Jersey. The Reynolds bill (S. 855) would provide for an annuity for total and permanent disability after 10 years of service; the Langer bill (S. 844) would provide a minimum annuity of \$50 per month for annuitants who have completed 30 years of service; and the Powers bill (H. R. 2099) would provide for the payment of benefits with respect to the month in which an annuitant or pensioner dies.

I.C.C. Staff Studies

The Interstate Commerce Commission on March 10 made public reports on two studies which had been made by members of its staff at the direction of Chairman Alldredge. They are "A Study of Proportional Rates," by Charles W. Berry, examiner, Bureau of Formal Cases; and "A study of the Subject of Stopping Shipments in Transit to Partially Load or Unload, Split Origins, Split Pick-Ups, and Split Deliveries," by C. Elliot Stiles, examiner, Bureau of Formal Cases.

Mr. Stiles' study covered services of rail and motor common carriers, and it was made in cooperation with W. T. Hayes, G. H. English, and P. Coyle, Bureau of Motor Carriers section chiefs. Both studies represent the views of their authors and were not considered or adopted by the commission.

February Employment 12.4 Per Cent Above 1942

Railroad employment decreased another 0.45 per cent—from 1,319,114 to 1,313,145—during the one-month period from mid-January to mid-February, but the February total was 12.4 per cent above the comparable 1942 figure, according to preliminary reports prepared by the Interstate Commerce Commission's Bureau of Transport Economics and Statistics. The index number, based on the 1935-1939 average as 100 and corrected for seasonal variation, was 131.9 for February, as compared with January's 134.4 and February, 1942's 117.3.

February employment was under January in three of the seven employee groups, the largest drop being the 2.99 per cent decline in the maintenance of way and structures group. All other declines were less than one per cent; while the largest increase among the four groups which were up from the previous month was the 1.79 per cent rise in yardmasters, switch-tenders, and hostlers. Meanwhile all groups were above February, 1942, the largest increase being in the maintenance of way and structures group, up 24.74 per cent. Next

in turn came yardmasters, switch-tenders and hostlers, up 14.05 per cent, and professional, clerical and general, up 10.93 per cent.

Freight Car Loading

Loadings of revenue freight for the week ended March 6 totaled 748,890 cars, the Association of American Railroads announced on March 11. This was a decrease of 33,965 cars or 4.3 per cent below the preceding week, a decrease of 21,595 cars or 2.8 per cent below the corresponding week last year, and an increase of 6,273 cars or 0.8 per cent above the comparable 1941 week.

Loading of revenue freight for the week ended February 27 totaled 782,855 cars and the summary for that week, compiled by the Car Service Division, A.A.R., follows:

Revenue Freight Car Loadings

For the Week Ended Saturday, February 27			
District	1943	1942	1941
Eastern	156,999	166,044	171,345
Allegheny	170,533	178,349	169,849
Pocahontas	59,651	51,136	52,408
Southern	128,925	125,911	115,703
Northwestern ..	79,160	88,034	86,784
Central Western	115,341	110,884	105,970
Southwestern ..	72,246	61,501	54,611
Total Western Districts	266,747	260,419	247,365
Total All Roads	782,855	781,859	756,670
Commodities			
Grain and grain products	50,651	37,351	34,058
Live stock	12,399	10,470	10,506
Coal	178,539	162,482	160,307
Coke	15,229	14,443	14,244
Forest products	43,230	45,329	40,743
Ore	14,654	12,853	12,182
Merchandise l.c.l.	93,767	143,542	159,365
Miscellaneous ..	374,386	355,389	325,265
February 27...	782,855	781,859	756,670
February 20...	752,449	774,420	678,523
February 13...	764,950	782,701	721,176
February 6...	755,386	783,962	710,196
January 30....	734,582	815,565	714,354

Cumulative Total, 9 Weeks..... 6,586,489 6,981,421 6,320,974

In Canada.—Car loadings for the week ended February 27 totaled 65,170 compared with 59,462 for the previous week and 63,553 for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

	Total Cars Loaded	Total Cars Rec'd from Connections
Total for Canada:		
February 27, 1943....	65,170	40,663
February 20, 1943....	59,462	36,076
February 13, 1943....	60,472	36,300
February 28, 1942....	63,553	32,729
Cumulative Totals for Canada:		
February 27, 1943....	521,284	311,721
February 28, 1942....	545,115	279,362
March 1, 1941.....	469,796	249,880

Harry Guilbert to Head New Eye-Saving Section

Harry Guilbert, director of safety of the Pullman Company, has been appointed chief of a newly formed Eye Saving section of the Department of Labor. The creation of the section as a part of the National Committee for the Conservation of Manpower in War Industries is a move to check the increasing number of eye injuries among workers in war industries. The work of the new section will be directed first to assisting war production plants where frequency of eye accidents has materially retarded production schedules.

In announcing the creation of the section, Secretary of Labor Perkins, said, "Eye injuries not only cause a substantial part

of the temporary time losses due to work accidents, but in thousands of cases they result in permanent loss of vision, either total or partial. At the same time, experience has demonstrated that traumatic injuries can be prevented almost entirely by the consistent use of protective lenses and adequate control of operating hazards. While there are no figures showing precisely the extent of increase in accidents causing eye damage, observation of the departments safety experts in more than 20,000 war plants during the last two years indicates a substantial increase in the volume of this type of traumatic injury. In one plant employing 30,000 workers, the record reveals 1,750 eye injuries occurring in a single recent month, 62 of them being described as serious."

I. C. Employees Make 73,832 Suggestions in Four Years

During the four years from March 6, 1939, to the present time, in which the employees suggestion system has been in effect on the Illinois Central, employees have made 73,832 suggestions, of which 8,716 have been adopted and won awards totaling \$92,719. During the four years, 3,414 different employees have received recognition in cash and otherwise for suggestions which have been adopted. In each succeeding year since the system was inaugurated, the number of suggestions received and adopted and the awards made have showed an increase, as is reflected in the following tabulation:

	Suggestions		Awards
	Received	Adopted	Made
First year.....	16,092	1,147	\$10,565.50
Second year.....	18,014	2,123	21,128.80
Third year.....	18,820	2,445	27,460.00
Fourth Year (Incomplete)	20,906	3,001	33,565.00
	73,832	8,716	\$92,719.30

Would Call for F.T.C. Study of Post-War Problems

Representative Ploeser, Republican of Missouri, has introduced House Joint Resolution 90 "to provide for an investigation and study by the Federal Trade Commission of plans and problems with respect to the effective post-war operation of our economic system." After discussing the resolution in a March 8 House speech, Mr. Ploeser inserted in the Congressional Record a list of "various private and public agencies, all of which are today planning in some fashion the post-war economy for America."

Included on the list were the Association of American Railroads; Board of Investigation and Research created by the Transportation Act of 1940; Inland Waterways Corporation; National Resources Planning Board; and the Railroad Division of the Reconstruction Finance Corporation.

Approves Overlakes' Purchase of Nicholson Steamship

With a stipulation that nothing in the decision "is to be construed as in any wise affecting the determination hereafter to be made" in the proceeding involving the interest of the New York Central in the Nicholson Universal Steamship Company, the Interstate Commerce Commission, Division 4, has approved the purchase by

Overlakes Freight Corporation of part of the operating rights and property of Nicholson.

The decision in Finance Docket No. 14021 is nevertheless a favorable report on the Overlakes' application (noted in the *Railway Age* of November 28, 1942, page 901) which said that the transaction would result in "a complete elimination of the United States Freight Company from any interest, direct or indirect," in Nicholson or Overlakes; and that it thus "fully and completely satisfies" the original finding of the commission in the N. Y. C. proceeding.

The latter is No. 28162 wherein the commission's original report found that the relationship of N. Y. C. affiliates to U. S. Freight, coupled with the latter's interest in Nicholson, constituted a violation by the railroad of the so-called Panama-Canal-Act provisions of the Interstate Commerce Act. The case has since been reopened for the purpose of determining, among other things, whether that finding should be modified.

January Accident Statistics

The Interstate Commerce Commission on March 9 made public its Bureau of Transport Economics and Statistics' Preliminary summary of steam railway accidents for January. The compilation, which is subject to revision, follows:

Item	Month of January	
	1943	1942
Number of train accidents*.....	1,478	1,057
Number of casualties in train, train-service and nontrain accidents:		
Trespassers:		
Killed	116	118
Injured	90	114
Passengers on train:		
(a) In train accidents*		
Killed	50	76
Injured	4	3
(b) In train-service accidents		
Killed	220	166
Injured	2	2
Travelers not on train:		
Killed	111	66
Injured	112	74
Employees on duty:		
Killed	3,870	2,482
Injured	211	222
All other nontrespassers:†		
Killed	691	731
Injured	445	424
Total—All classes of persons:		
Killed	5,032	3,635
Injured		

* Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former cause damage of more than \$150 to railway property.

† Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and nontrespassers, were as follows:

Persons:	
Killed	189 209
Injured	445 593

Railroads Cooperate with the Red Cross

As in past years, major railroads all over the country are cooperating with the Red Cross in its current war fund campaign to raise \$125,000,000 to finance its activities during 1943. Post cards bearing a two-color replica of the organization's war fund poster are being distributed in dining, club and observation cars on through-trains and special Red Cross stickers are being used on many of the menus.

Many railroad ticket office windows are carrying displays calling the campaign to the attention of the public. Typical of this type of cooperation are the displays in ticket office windows of the Union Pacific in many of the larger cities, which during February and March carried appeals to the public for participation in the 1943 Red Cross war fund campaign.

Railroad employee magazines have also done their share in getting the Red Cross to the great mass of railroad workers. Among the railroads listed by the Red Cross as cooperating in this campaign are the following: Baltimore & Ohio; Southern; Norfolk & Western; Chicago, Milwaukee, St. Paul & Pacific; Chicago, Rock Island & Pacific; Boston & Maine, Louisville & Nashville; Seaboard Air Line; Nashville, Chattanooga & St. Louis; Delaware & Hudson; Missouri Pacific; Texas & Pacific; Illinois Central; Union Pacific; Duluth, Missabe & Iron Range; Chicago Great Western; Atlantic Coast Line; Wabash; Southern Pacific; Denver & Rio Grande; Northern Pacific; Minneapolis, St. Paul & Sault Ste. Marie; Pennsylvania; Western Pacific; New York, New Haven & Hartford; Chicago & Eastern Illinois; Chesapeake & Ohio; Chicago, Indianapolis & Louisville; and the Pullman Company.

Disapproves Rock Island Purchase of Motor Lines

The Interstate Commerce Commission, Division 4, has refused to approve a plan whereby the Rock Island Motor Transit Company, affiliate of the Chicago, Rock Island & Pacific, would purchase from two independents an extensive network of Missouri and Kansas trucking routes, continuing only such of the routes as furthered the Rock Island's program for system-wide co-ordinated operations. The decision is in No. MC-F-1897, the majority report representing the views of Commissioners Mahaffie and Miller, while Commissioner Porter dissented.

Transit's proposal was to purchase from the Spears Ship-By-Truck Company a network which, as the commission put it, would permit the railroad "to institute an all-truck express service between Kansas City and St. Louis as an alternative means of transportation to its rail service." In effecting such arrangements, "a much greater part of the [Spears] operations would be discontinued than would be retained."

The other proposed purchase involved routes of the Mohawk Freight Lines, operating between Topeka, Kans., and Salina, between Kansas City and Hutchinson, between Wichita and McPherson, and between Wichita and Hutchinson. Here, too, Transit proposed to discontinue all operations which did not fit into the Rock Island's co-ordination program; or, as the commission said, the service following the acquisition "would bear no resemblance" to operations formerly conducted by Mohawk.

In reaching its adverse conclusion, the commission called attention to the fact that Interstate Commerce Act provisions covering acquisitions of control of motor

carriers by railroads call for a special showing to the effect that the railroad will be able to use service by motor vehicle to public advantage in its operations, and that the transaction will not unduly restrain competition. "We do not believe," the report went on, "that Congress intended to allow railroads to enter the field of motor-carrier transportation to provide exclusively a motor truck service in competition with independent existing operators already providing adequate motor carrier service, or with their own rail operations." Dissenter Porter believed that the proposed purchases "are distinctly in the public interest and should be approved."

I. C. C. Rejects Erie Bond Sale Proposal

(Continued from page 525)

extent responsible for that situation, wanted to "help them get out."

The concluding arguments of counsel reviewed the contentions of the principal witnesses. Edward Bourne, representing the Erie, asserted that the only question for the commission to decide was whether the sale to Morgan Stanley & Company was good business at the time it was made, without the hindsight advantage of knowledge of subsequent security market movements. The C. & O.'s counsel, C. W. Sellers, declared that road was not particularly interested in the offer made by Mr. Stuart, except as an indication that the Erie could have obtained a higher price for the bonds if it had resorted to competitive bidding. Former Senator Robert J. Bulkley, speaking for Halsey, Stuart & Company and Otis & Company, took the position that the Erie had failed to take advantage of an opportunity to sell the issue on terms more favorable than it received, and therefore had not conserved the interests of its stockholders or of the public.

Status of French Railways

As a result of German commandeering of rolling stock, severe shortages have been encountered on the French railways. Combined with reduced supplies of fuel and lubricants and repeated attacks by the R. A. F. on the lines in Northern France, this has resulted in serious difficulties, according to a review of the situation in the Railway Gazette (London).

Passenger traffic increased 40 per cent between June, 1941, and June, 1942. This, together with reductions in passenger services which were made in January and July, 1942, and again in September, have resulted in severe overcrowding of trains. In October daily express service between Lyons and Toulouse and between Lyons and Marseilles was suspended. Tickets of admission giving access to crowded trains are issued, but this entails no guarantee that a seat will be forthcoming. As far as is known, travel permits are not yet required.

Despite drastic reductions in rolling stock, and the fact that passenger train services were reduced by more than 70 per cent as compared to pre-war days, the number of passengers carried on the French National railways rose in 1941 to

within 10 per cent of the 1938 figure of 539.9 millions. The average length of journey, however, was 16 per cent shorter.

Passenger fares were increased 20 per cent in July, 1942, and 25 per cent in October, 1942 (workmen's fares not included) and freight rates were increased 10 per cent in July, 1942.

Average daily freight car loadings during 1941 were only about 79 per cent of the pre-war total, but the total tonnage showed an increase of 2 per cent over 1938 (exclusive of the total for Alsace and Lorraine). This was due to increased average load, which rose from 9 metric tons in 1938 to 10.8 tons at the end of 1941 and 11.5 tons at the end of April, 1942.

The pre-war rolling stock of the French National railways consisted of 18,500 locomotives, 31,100 passenger cars, 515,000 freight cars and 700 rail motor cars. The exact amount of equipment now on hand is not known, but it is thought that commandeering by Germany, additional wear and tear involved in heavier loading, insufficient lubrication, etc., have reduced rolling stock in France to less than 50 per cent of the pre-war figure. Since manufacturers of equipment in France are now presumably busy with German orders, it is not likely that new equipment could be secured, even if the raw materials were obtainable.

It is reported that, originally, Germany demanded that more than 25 per cent of the entire personnel of the French National railways be sent to work in Germany. It is understood that this figure was later reduced but it is not known exactly how many employees were actually transferred.

Conn Addresses S. E. Board

The specific war aims of the United States should be made known to the American people, according to Donald D. Conn, executive vice-president of the Transportation Association of America, in an address at the annual meeting of the Southeast Shippers Advisory Board at Atlanta, Ga., on March 11. He asserted that the war has many implications which go far beyond its military aspects and that it represents a challenge to the intelligence and courage of free Americans to save those principles of government upon which our republic is founded.

"During the past decade, the leaders of the enterprise system have acquiesced in a government by men, and have remained silent while those men abandoned the doctrine of government by law," he said. "We have permitted the distortion of the Constitution in support of the very ideologies which it was conceived to prevent. The crime against this nation is that we persist in this process of destroying our own form of government while asking our boys to fight and die for it."

"Witness the position and attitude of our labor leaders in the midst of war. Flaunting the Railway Labor Act, bureaucracy succumbed to the demands of labor and government took over the Toledo, Peoria & Western. By no stretch of the imagination could this railroad have been justly considered necessary to the war effort. Without any authority of law, the Federal War Labor Board assumes control over purely non-war local labor relations,

the Montgomery Ward case for example."

Mr. Conn praised the Advisory Boards for substituting the simple formula of voluntary co-operation for government dictation in the realm of private enterprise during the past 20 years. He stressed the necessity of applying the principles of the Advisory Board relationship to the other problems affecting business and industry, rather than inviting government, through neglect and default, to undertake functions for which it is not equipped and which rightfully belong to business leadership.

"The transportation problem is no longer solely a railroad problem. A long range view must now be resolved along the lines of what steps can be taken at this time when earnings are good to assure the preservation of private ownership and competition after the war; at the same time to bulwark the performance of the industry during the war period. Never in the history of this country was such a golden opportunity afforded to the leaders of the enterprise system to design the pattern of private ownership for the future. But, government planners would permit nothing of the sort. There is no better example of loose thinking or of a bureaucracy attempting to balance its house in quicksands than the conception of post-war transportation recently presented to the American public by the National Resources Planning Board."

Mr. Conn submitted the association's program for the integration of all forms of transportation into a limited number of highly competitive systems as a sound basis for the preservation of private ownership in this industry.

Study Board Thinks it Must Prepare to Fold Up

The Board of Investigation and Research created by the Transportation Act of 1940 understands that the Bureau of the Budget "has no present intention" of recommending for the Board a fiscal 1944 appropriation, and thus the Board feels that it must make provision "to make its reports to the President and Congress as well as it can possibly do so" by the close of the current fiscal year ending June 30. This was the situation outlined by Board Chairman Nelson Lee Smith in recent testimony before a Senate appropriations subcommittee on a proposal to raise limits on expenditures which the Board may make from its present appropriations for travel and for printing and binding.

While expressing a couple of times "the thought of the Board that it is not the most efficient thing to discontinue their work on the 30th of June," Mr. Smith at the same time recognized that "we are presently confronted by this situation, that there is now no estimate from the Budget pending before Congress for the period following June 30, 1943, and we must in all prudence provide against a contingency that we may have to discontinue our work within the next few months." This contingency prompted the Board to seek the reallocation of funds, increasing the travel limit from \$6,500 to \$11,000 and the printing and binding figure from \$12,000 to \$23,000; because the present allocation had

assumed that the Board would continue to function until the September 18, 1944, date to which its life has been extended by Presidential proclamation.

Responding to questions from subcommittee members, Mr. Smith said that the Board has received appropriations totaling "a little better than \$800,000." He recalled how its fiscal 1943 appropriation totaling \$643,330 had come in the First Supplemental National Defense Appropriation Act, 1943, which was enacted last June with a stipulation to the effect that this amount should be so used as to complete the work of the Board. This stipulation, insisted upon by House conferees, was accepted by the Bureau of the Budget as binding upon it; and thus the fiscal 1944 budget contained no estimate for the Board. At the time the stipulation was inserted, however, there were some Senatorial expressions to the effect that it could not bind a future Congress; so the Board may still get some consideration in the Senate appropriations committee which now has before it the House-approved Independent Offices Appropriation Bill for fiscal 1944.

If the Board must close shop by June 30, Mr. Smith predicted that it would by that time have completed its statutory assignments to report on carrier taxation and public aids to carriers; and meanwhile it plans to submit by April 1 the interterritorial rate report which it undertook in accordance with a commitment made to Senator McKellar, Democrat of Tennessee. But "it will not be possible to finish by June 30" the study of relative economy and fitness of carriers, Mr. Smith said; and he called that investigation "the most significant of the functions we have to perform."

U. P. Wins Local Safety Contest

A number of safety awards were given the Union Pacific by the Liberty Mutual Insurance Company and the Omaha Safety Council in a safety campaign called "Smash the Seventh Column, Live Safely, Drive Safely, and Work Safely," conducted during the week of February 22-26. One award was awarded in the Industrial contest, the railroad having worked 2,495 employees a total of 3,063,507 hr. with only 6 accidents and a frequency rate of 1.95. In another contest, the Fleet contest, the railroad was first with 2,216 employees averaging 2,957,100 working hours with only 3 accidents and a frequency rate of 1.01 as of December, 1941, and 2,407 employees averaging 2,908,646 hours with 6 accidents and a frequency rate of 1.95 as of June, 1942.

East Coast Oil Movement

Tank car shipments of petroleum products into the Atlantic coast states, District No. 1, averaged 798,274 barrels a day during the week ended February 27, Petroleum Administrator Ickes announced March 5. This was a decrease of 22,279 barrels a day from the previous week, or about 2.8 per cent. "This decrease seems to be the result of transportation difficulties caused by the bitter cold wave of the previous week," the statement added.

Tank car deliveries into New England in the same week averaged 196,807 barrels

a day, however, which was an increase of 39,528 barrels a day over the week before. Box car shipments of kerosene in metal drums into New England in that week averaged 20,177 barrels a day, a decrease from the week preceding of 3,862 barrels a day.

All-rail shipments of coal, both bituminous and anthracite, into New England in the week ended February 27 amounted to 7,299 cars, Mr. Ickes announced March 8. This total was the largest for this movement since May 23, 1942, and was 1,538 cars greater than in the previous week.

On the same day the Petroleum Administrator stated that he had formally applied to the War Production Board for the materials necessary to complete through to the New York and Philadelphia, Pa., oil storage facilities the 20-inch pipeline which is soon to be started from Texas. The plan to build the western leg of this pipeline, which will be used for the transportation of gasoline and other refinery products, was reported in *Railway Age* of January 30, page 293. Its construction from Texas to Norris City, Ill., and Seymour, Ind., is scheduled for completion by September 1. Orders for the necessary pipe have been placed, the announcement indicated, and pumps, valves, and supplemental equipment will soon be contracted for.

The products delivered by the new pipeline will be moved east from its Midwestern terminals by tank car until the extension to the East coast is completed. The capacity of the 20-inch line is estimated at 235,000 barrels a day.

Transportation Assn. Views the Outlook

The Transportation Association of America, Inc., has distributed its comments upon the report of the National Resources Planning Board to its members, to all farm, trade and civic organizations, to members of Congress and to state highway regulatory agencies. "Support of private

enterprise, which the public is justified in expecting, finds no place in the recommendations of the National Resources Planning Board," the association points out. "Government financing is advanced as inevitable when it should be resorted to only after all efforts to bring about private financing have been exhausted. If the government invested heavily in transportation it would, as do all investors, naturally and logically insist upon a degree of supervision; next would come domination; final result—government ownership.

"There is pending in Congress a bill to authorize a federal debt up to two hundred and ten billion dollars. There is a large body of opinion that it might mount up to three hundred or even three hundred and fifty billion dollars if the war is long drawn out. While the major portion is attributable to war, a substantial part of it is due to prosecuting 'social objectives.' The federal government, through its holding companies, already has complete ownership and control of 64 corporations whose total assets exceed sixteen billion dollars. More than half of the federal expenditures during the two years prior to Pearl Harbor were made by governmental agencies which did not even exist in 1933.

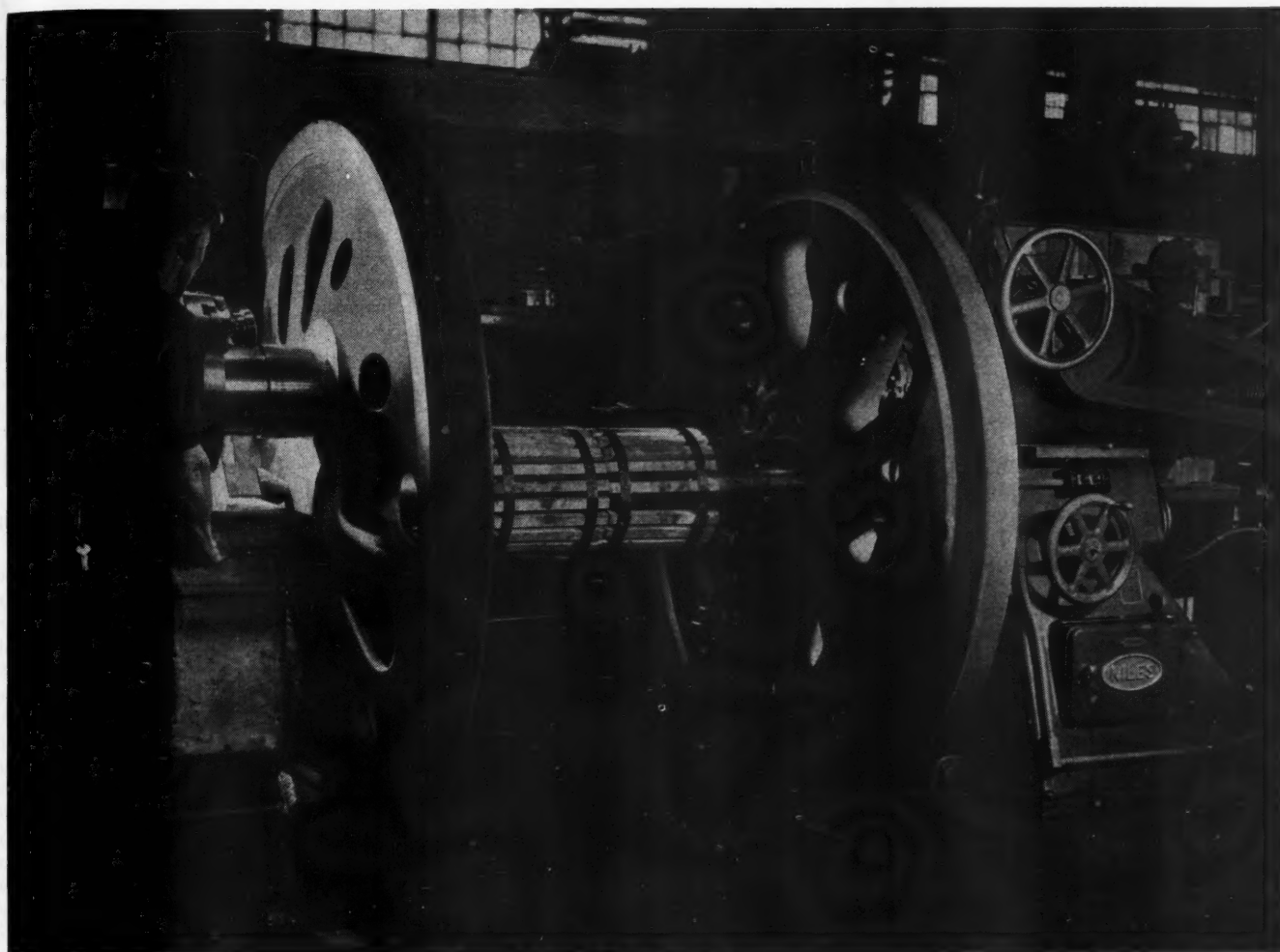
"Constructive planning for the post-war period is essential. It is a function which leaders in private enterprise should assume under government encouragement. They can secure the money if permitted to earn a reasonable return on investment.

"Since the government owns the highways and the waterways, further development of those arms of transportation may properly be encouraged by government financing. However, many millions have been distributed by the government for unnecessary expansion of highways and waterways which would not have been authorized if the government pursued a policy of insisting upon a certificate of convenience and necessity before embarking upon contemplated facilities. The current log-roll

* * *



A Trainload of New Light Tanks on Their Way to War Via the New York Central System



Accurate bearings are fundamental to low maintenance and Lima takes great care in seeing that bearings are right.

CARRYING ITS SHARE OF THE LOAD

Beating the great transportation record of 1942....and this is a "must" program for American railroads....depends in large part upon long-lived motive power-locomotives that are built for steady, hard work and are low on maintenance. Past performance of Lima locomotives

have proved the value of the special construction methods, the precision jigs and fixtures, that are used in the construction of every Lima-built locomotive. Today, when the going is tough, Lima-built power is carrying its share of the load.

LIMA LOCOMOTIVE WORKS



INCORPORATED, LIMA, OHIO

ing method of procedure leaves much to be desired.

"The association agrees with any sound proposal looking toward the co-ordination of government controls and expenditures now divided among many governmental bodies but it seems that the 'National Transportation Agency' envisaged by the Planning Board is that one man or a small group of men, politically selected, would be invested with a staggering degree of control over transportation. The association suggests a bill of particulars relative to this proposal of the Planning Board. It would oppose such a board assuming managerial functions. It would also oppose transfer of responsibility for initiative from private enterprise to government.

"If equitable competition between transportation agencies be the laudable aim of the Planning Board, the association submits that this objective may easily be attained by the integration of all transportation instrumentalities into a limited number of strong competitive transportation systems, each legally empowered to utilize any type of instrumentality available—such integrated systems to be granted the use of highways, airways and waterways on the same terms and conditions as are accorded the private carrier. Such a solution of the transportation problem only requires enabling legislation—not a penny of government financing. Regional systems suggested by the Planning Board would abandon competition between railroads in a given region; the association believes that the principle of competition should be preserved in all consolidation programs.

"The association does agree with the board's comments on labor. First, that there should be no resistance to technological and organizational improvements. In those instances in which it can be shown that worthwhile economic and social savings will result, neither the narrower interests of labor nor of management can be allowed to stand in the way of public interest and public policy. Second, as to full crew and train limit legislation, that such measures should be judged solely on their merits as safety legislation. Management must not be prevented from organizing operations as effectively as possible if neither the safety of employees nor of the public is endangered.

"The association would substitute the following recommendations contained in its own transportation program for those of the Planning Board, relative to amending the Railway Labor Act of 1926: (a) Provide for the addition of permanent neutral members to the National Railroad Board of Adjustment; (b) include all transport agencies; (c) provide for judicial review as to errors of law of the findings of the National Railroad Board of Adjustment; (d) provide for a statute of limitations within which time claims may be presented.

"Government ownership is not inevitable. There is no public liking for it; there is no public demand for it. It can creep up on us, however, if we are too greatly absorbed in our own petty personal affairs to the neglect of important government issues; if we fail to subordi-

nate selfish interests to the good of our revered republic; if we permit ourselves to forget that eternal vigilance is the price of liberty."

Safety Poster for April

"I Told You So!—It Is Safer to Step Over the Rail," is the title of the safety poster issued by the Committee on Education of the Safety Section, A.A.R., for the month of April. The circular which accompanies the poster calls attention to the specific safety rule adopted by the section in this regard to the effect that "walking or stepping on rail, frong, switch, guard rail, interlocking machinery or connection is prohibited."

THE FIRST 50 UNITS of an order for 900 all-steel 40-ton box cars have been delivered to the Canadian National at Hamilton, Ont., by the National Steel Car Corporation. It is anticipated that approximately 15 of these cars will be completed daily when the builders get into full production.

THE RAILWAY EXPRESS AGENCY has extended the application of its regulation regarding reforwarding of shipments of 20 lbs. or less to soldiers and sailors in camps in the U. S. and shore stations to include similar shipments addressed to women now serving in the army, navy or marine corps. Under this arrangement, which was put into effect last fall, personal shipments of 20 lbs. or less for men in the armed forces are reforwarded without extra charge in the event that the addressee has been transferred elsewhere before the package arrives. Shipments over 20 lbs. are held until the sender can be notified and arrangements made for forwarding to the new location or for return to the sender.

TWO WAR TRAINING COURSES—one on ocean transportation and the other on inland—are now offered by Stanford University, according to a recent issue of Domestic Commerce.

The course on inland transportation covers pricing of transportation, elements of rate making, claims, shipping documents, State and Federal regulatory statutes, and adjustment of shipping practices to wartime activity. The course on ocean transportation concerns regulations and procedures of wartime vessel management, and includes a study of the War Shipping Administration and Maritime Commission; adjustments of management to wartime activity, fiscal, insurance, and operating regulations; and current problems.

The classes are free and are open only to persons employed or having experience in either field.

CHILEAN DOMESTIC LOCOMOTIVE.—The first locomotive to be made in Chile entirely from domestic materials and by Chilean workmen was christened by the Chilean State Railways at its shops in San Bernardo on November 21, 1942, according to the Foreign Commerce Weekly. This locomotive was given the name of Juan Antonio Rios, in honor of Chile's president, who, with several government ministers, attended the ceremony.

Supply Trade

War Work Now 67 Per Cent of Pullman-Standard Sales

A total of 67 per cent, or \$132,000,000, of the \$197,000,000 worth of goods produced by the Pullman-Standard Car Manufacturing Company in 1942 was attributable entirely to war material produced, according to The Car Builder, the company's magazine. In 1942, \$65,000,000 of the goods produced represented ordinary commercial railway car building, while in 1941, when the company built \$104,000,000 worth of goods, about \$87,000,000, or 84 per cent, went into commercial peace time production and only \$17,000,000 or 16 per cent represented war material produced.

Safety Car Heating & Lighting Co. Reports Reduced Income

The Safety Car Heating & Lighting Co. reported net profits for the calendar year 1942 of \$514,636, as compared with a net profit in 1941 of \$1,035,590. Dividends paid during the year were reduced to \$5 per share, as compared with \$5.50 during 1941. Earned surplus at the year-end amounted to \$1,713,670, as compared with \$1,602,039 at the end of 1941. In his annual report, W. L. Conwell, president, said that production of peacetime products was still further curtailed during the year by war conditions, but that the company was fortunate in securing contracts for war work to engage most of its facilities. War orders received amounted to approximately three-fourths of total bookings and war orders billed to approximately one-half of total billings. The company's backlog of unfilled orders at the year-end was more than twice the volume at the beginning of the year. Mr. Conwell declared that while its output has been largely materials other than standard products, the company was successful in securing contracts for electrical and mechanical devices which it was well-equipped to produce and that the transition to war production has created no obstacle, therefore, to prompt reconversion to peacetime manufacture. Some of the company's war orders are subject to renegotiation.

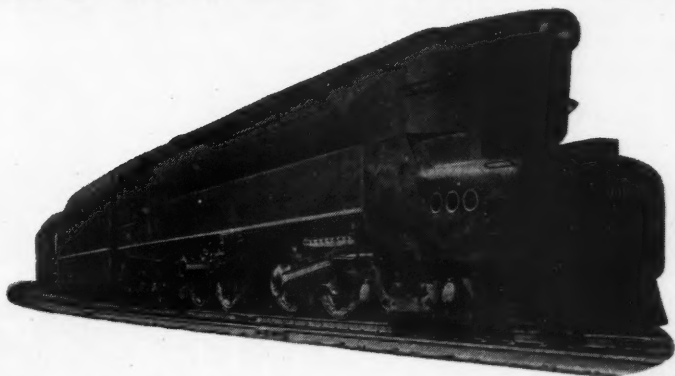
E. C. Eaglen, formerly sales engineer of pole line materials, has been appointed coordinator of post-war planning for the Oliver Iron & Steel Corporation.

Harry R. Meyer has been named general manager of sales for the By-Products Steel Corporation. Mr. Meyer was formerly manager of direct sales for the Lukens Steel Company, of which By-Products Steel is a subsidiary.

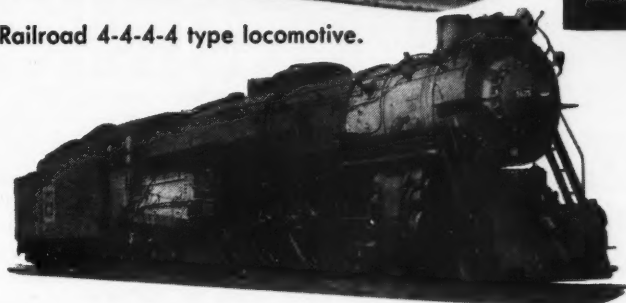
Plants of the General Electric Company during 1942 salvaged 388,300,000 lb. of scrap for reuse in war production. Of this total, four-fifths was shipped to steel mills, foundries, smelters and other large users of iron, steel and non-ferrous metal scrap, and the remainder used in company operations. The year's salvage activity yielded 318,500,000 lb. of iron, steel and alloy steel scrap; 31,200,000 lb. of copper,

THESE LOCOMOTIVES ARE EQUIPPED WITH...

THE FRANKLIN SYSTEM OF STEAM DISTRIBUTION



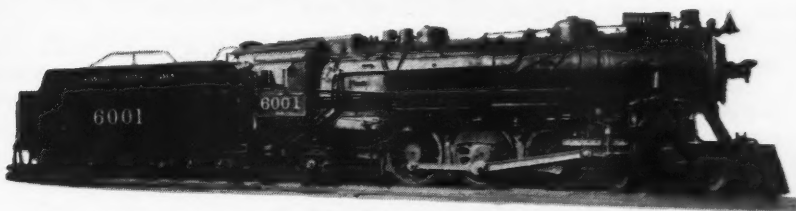
Pennsylvania Railroad 4-4-4 type locomotive.



Chicago, Burlington & Quincy Railroad 4-8-4 type locomotive.



Pennsylvania Railroad K4s, 4-6-2 type locomotive.



Missouri Pacific Lines 4-6-2 type locomotive.

Through the application of
The Franklin System of Steam
Distribution to new or exist-
ing locomotives it is possible
to obtain the maximum pro-
ductive power of the boiler.



FRANKLIN RAILWAY SUPPLY COMPANY, INC.

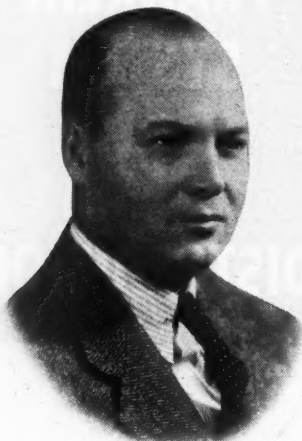
NEW YORK

CHICAGO

In Canada: FRANKLIN RAILWAY SUPPLY COMPANY, LIMITED, MONTREAL

copper alloy scrap and brass; 22,700,000 lb. of lead; 4,300,000 lb. of aluminum; and 2,500,000 lb. of zinc.

William W. Gould, electrical supervisor for the Reading at Philadelphia, Pa., has joined the **Edison Storage Battery** division of Thomas A. Edison, Inc., in the capacity of field engineer at the company's Philadelphia district office. Mr. Gould was graduated from the University of



William W. Gould

Manitoba with a degree in electrical engineering in 1925, and his first railroad work was with the Illinois Central, where he was power supervisor from 1925 to 1938. Prior to his association with the Reading, he was with Jackson & Moreland Consulting Engineers for 12 years and worked on design, inspection and construction in connection with the suburban electrification of the Delaware, Lackawanna & Western.

G. L. Cotter has been appointed district engineer at Chicago by the **Westinghouse Air Brake Company** to fill the vacancy caused by the recent death of J. S. Y. Fralich. Mr. Cotter, a mechanical engineering graduate of the University of Michigan, entered the service of the Westinghouse Air Brake Company as a special apprentice in 1923. He subsequently filled positions in the engineering department and test division, in the commercial engineering division, and was district engineer for the central district. In 1940, he was promoted to the position of commercial engineer in charge of the commercial engineering division, which position he held until his current promotion. **G. W. Misner** will succeed Mr. Cotter as commercial engineer in charge of the commercial engineering division. Mr. Misner, also a mechanical engineering graduate of the University of Michigan, entered the employ of the Air Brake Company as a special apprentice in 1924. He joined the commercial engineering division in 1929 and was appointed district engineer for the central district in 1938. **T. W. Masterman** will succeed Mr. Misner as district engineer for the central district. Mr. Masterman is a graduate of the School of Industries, Carnegie Institute of Technology. He began a special apprenticeship course with the air brake company in 1920, immediately

after graduation, and successively served such positions as special engineer, field engineer, and test engineer. He was transferred to the commercial engineering division in 1930, from which position he was promoted to district engineer.

The Columbia Steel Company, United States Steel subsidiary, reports that the largest number of steel erecting cranes and crews ever brought together on one construction project, capable of putting in place between three and four thousand tons of steel per week, are being assembled at the \$150,000,000 Geneva steel plant near Provo, Utah. Another U. S. Steel subsidiary, the **American Bridge Company**, steel erecting contractor at the Geneva works, has moved locomotive cranes, capable of lifting 60-ton pieces of steel in one operation, to the site. In designing the steel mill, the amount of steel which ordinarily would have been used was cut by approximately one-third by substituting other materials, particularly concrete.

The Baldwin Locomotive Works in Philadelphia, Pa., has issued a new Employees' Manual outlining the parts played by employees and management in the successful prosecution of the war. The booklet tells briefly of the early history of Baldwin and of the company's present many-sided activities, all of which are directly or indirectly tied in with the war effort. Emphasis is placed on the high quality of the work done at Baldwin. Chapters on hours of work, group insurance, safety, care of tools and property are attractively illustrated by line drawings.

OBITUARY

Hugh E. McGiveron, general manager of the Motor Wheel Corporation, died in Florida on February 26 at the age of 65.

Fred W. Balderson, office manager of the Philadelphia, Pa., branch of the Minneapolis-Honeywell Regulator Company, died on February 20.

Frank J. Lanahan, president of the Fort Pitt Malleable Iron Company of Pittsburgh, Pa., and the Davis Brake Beam Company of Johnstown, Pa., died on March 2. He was 72 years of age.

Percival Roberts, a member of the first board of directors of the United States Steel Corporation, who served on the board for 34 years prior to his retirement in 1935, died March 6. He was 86 years of age.

John W. Fogg, vice-president and general manager of sales of the MacLean-Fogg Lock Nut Company, Chicago, died in that city of a heart ailment on March 5.

John G. Barry, honorary vice-president of the General Electric Company, died on March 4. He was 75 years of age. Mr. Barry retired as senior vice-president of General Electric on July 1, 1935, after more than 45 years' service. He entered the electrical industry as an apprentice and test man with the Thomson-Houston Company, a predecessor of General Electric, at

Lynn, Mass., in 1885. Completing his apprentice training in 1890, he was assigned to the construction department of Thomson-Houston, later going to the company's Boston, Mass., office. In 1892, when the General Electric Company was formed, he became a member of the railway department. He was transferred from Boston to New York, and then to Schenectady, N. Y., where he was made assistant manager of the railway department in 1897,



John G. Barry

and manager in 1907. He was appointed general sales manager in 1917, while still retaining the managership of the railway department, and advanced to a vice-presidency in June, 1922. Mr. Barry played an active role in civic affairs in Schenectady, serving as a member of the board of education and as fuel administrator for the district during World War I.

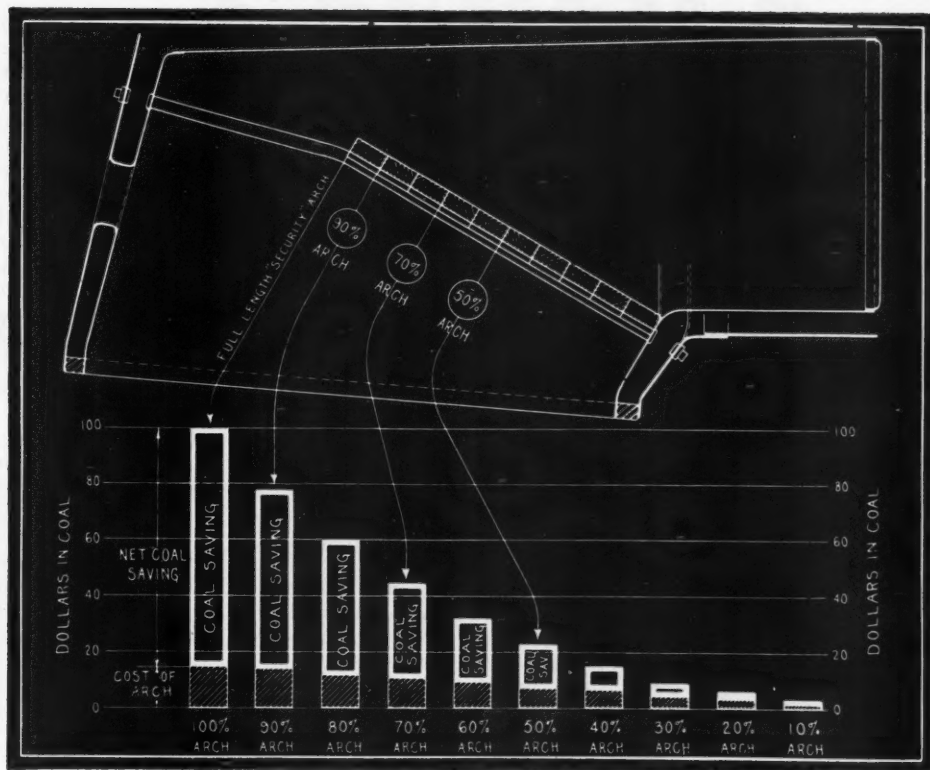
Equipment and Supplies

LOCOMOTIVES

S. P. Expended \$44,000,000 for Locomotives Since August, 1939

A. T. Mercier, president of the Southern Pacific, has announced an order by the railroad for 20 articulated-consolidation type steam locomotives, placed with the Baldwin Locomotive Works, at a total cost of approximately \$5,000,000. (The order for these locomotives was originally reported in the *Railway Age* of March 6.) Delivery of the locomotives, which were ordered to handle a continued increase in the railroad's traffic, is expected to begin in October.

Placing of the order, Mr. Mercier said, brings to 275 the total of steam and Diesel engines received or ordered by Southern Pacific since August, 1939, when the company launched a huge program of equipment expansion well in advance of the national defense movement. The railroad's entire locomotive purchases since that time represent an expenditure of about \$44,000,000. In this 3½-year period, he pointed out, the Southern Pacific's traffic increased 92 per cent, due principally to the handling of war materials and troops. Additional



THE EFFECT OF ABBREVIATED ARCHES ON FUEL SAVING

FUEL CONSERVATION... a wartime need!

Fuel wastage is a two-fold loss; the fuel itself and the transportation necessary to haul it. Because of the strategic importance of fuel to the war program every effort must be made to conserve this vital material.

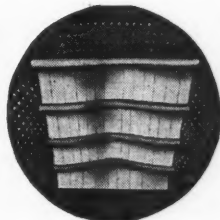
The fuel economy of Security Sectional Arches has been thoroughly proved in over 32 years of service on American railroads. But only a *complete* Arch can produce maximum fuel savings.

You need a full Arch for full fuel economy.

THERE'S MORE TO SECURITY ARCHES THAN JUST BRICK

**HARBISON-WALKER
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**Locomotive Combustion
Specialists**

locomotives, he said, are urgently needed to insure transportation for growing war production.

Mr. Mercier also called attention to the fact that other improvements by the Southern Pacific since the middle of 1939 have included a large car building and repair program, installations of additional centralized traffic control, extension of side tracks and expansion of numerous yard and terminal facilities. This expansion and improvement of plant facilities, together with locomotive purchases, represents an outlay of close to \$110,000,000 for the 3½-year period.

THE ST. LOUIS-SAN FRANCISCO has been authorized by the District Court to spend \$3,138,246 for improvements to road and equipment during 1943. The trustees also plan to purchase 20 locomotives, including 10 Diesels and 10 steam, at a cost of \$2,735,330.

R.R. Steam Locomotive Deliveries to Be Largest in 12 Years

Completion of current construction schedules for the large number of steam locomotives authorized for building this year by the War Production Board for domestic railroads will make the 1943 output of domestic steam locomotives the largest of the preceding 12 years. Scheduled for construction in 1943 are a large number of locomotives carried over from 1942 WPB building programs which were not completed at the year-end plus additional allocations recently made under the WPB's building program for the first eight months of 1943.

The accompanying table summarizes the domestic railroad steam locomotive building situation and groups locomotive orders and allocations previously reported separately from time to time in the Equipment and Supplies column of the *Railway Age*. Where the month in which deliveries are scheduled to begin was not available, the locomotives are simply listed as for deliv-

ery this year. While all of the locomotives are reported to have government authorization for building, WPB confirmation to this effect has not been received.

Of the 489 locomotives listed in the table, 185 were ordered since January 1, 1943; 93 were ordered in 1942 and "frozen" at the year-end, but have since received WPB approval for building; 141 were ordered and authorized last year and scheduled by builders for construction this year; and there are 70 on which deliveries began in November and December, 1942, and are scheduled to be completed during the first three months of 1943. Railroad shops will construct 105 of the engines and the three contract builders the remaining 384.

Leading steam locomotive purchases so far this year include the Chesapeake & Ohio order for 40 engines of the Berkshire class, with 2-8-4 wheel arrangement, placed with the American Locomotive Company in February at a cost of \$7,600,000, on which deliveries are expected during the latter months of the year; the Southern Pacific order for 20 articulated-consolidation type locomotives of 4-8-8-2 wheel arrangement, placed with the Baldwin Locomotive Works in February at a cost of \$4,000,000, on which deliveries are expected to begin in October; the New York, Chicago & St. Louis order for 15 engines of 2-8-4 wheel arrangement, placed in February with the Lima Locomotive Works at a cost of \$2,615,000, on which deliveries are expected to begin in about eight or nine months; the Baltimore & Ohio order for 20 2-8-8-4 type engines placed in February with the Baldwin Locomotive Works; the New York Central order for 25 4-8-2 type locomotives placed in January with the Lima Locomotive Works; and the Pennsylvania order for 50 2-10-4 type locomotives placed in January with the railroad's own shops.

Certain railroad orders placed in 1942 were increased in size early this year when the War Production Board approved the

building in 1943 of a larger number of locomotives for these particular carriers than were already on order. Thus, the Atchison, Topeka & Santa Fe, which had 20 4-8-4 type locomotives on order since November, 1942, received WPB authorization this year covering the building of 30 engines of this type, the order for the additional ten being placed in February. The Bessemer & Lake Erie, which had five 2-10-4 type locomotives on order but "frozen" since April, 1942, received authorization covering the building of 10 engines of this type, the order for the additional five being placed in February.

Railroad orders placed in 1942 which are reported still without WPB authority to build include the Chesapeake & Ohio order for ten 0-8-0 type engines for switching service placed in January with the Lima Locomotive Works; the Detroit, Toledo & Ironton order for four 2-8-2 type engines for freight service placed in April with Lima; the Indianapolis Union order for three 0-8-0 type engines for switching service placed in June with the Baldwin Locomotive Works; and the Lehigh & Hudson River order for three 4-8-2 type engines for freight service placed in May with Baldwin.

Baldwin Shipped 466 Locomotives in 1942; Orders Totaled 727

Charles E. Brinley, president of the Baldwin Locomotive Works, in his annual report to the stockholders stated that production of steam and Diesel locomotives during 1942 was materially increased both at the Eddystone, Pa., plant and at the company's wholly-owned subsidiary, the Whitcomb Locomotive Company in Rochelle, Ill. During the year, orders were received and released for manufacture by the War Production Board for 485 steam engines, and 277 were completed and shipped. While a considerable part of these represent locomotives built for the armed services, a large number were for domestic railroads, which purchased steam

Railroad Steam Locomotive Building Program, 1943

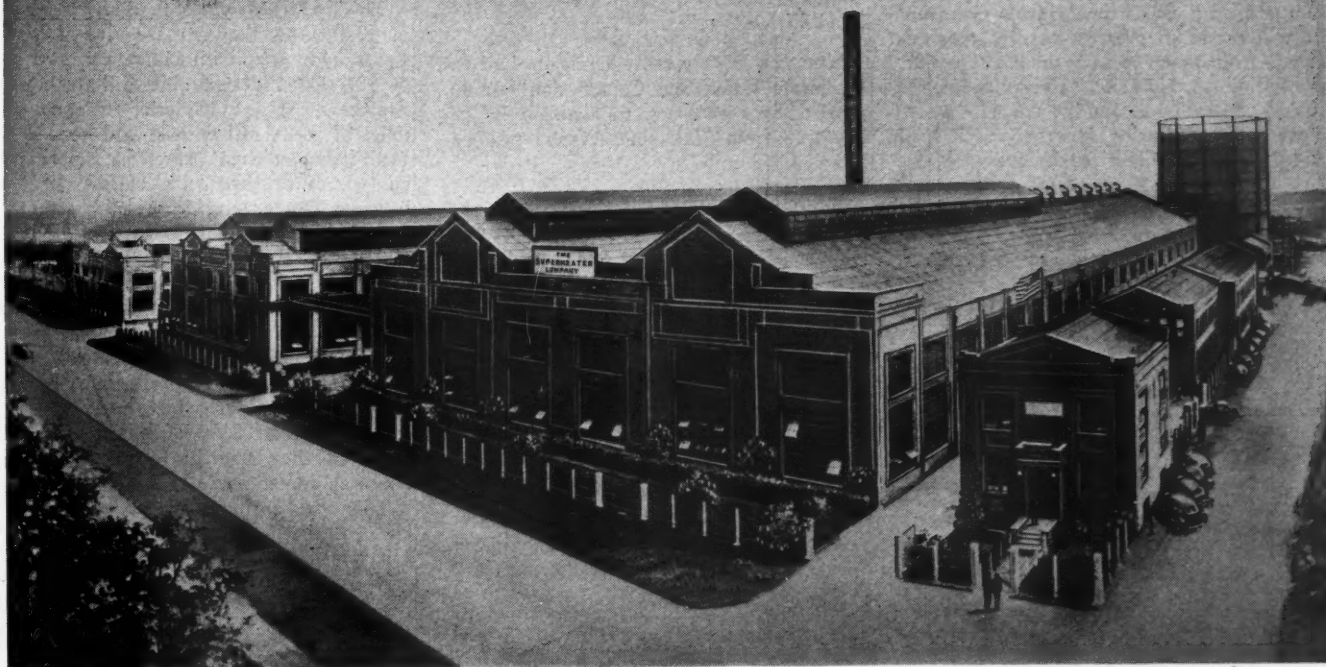
Name of Railroad	No.	Type	Service	Date of Order	Date of Delivery	Builder
Atchison, Topeka & Santa Fe.....	20*	4-8-4	Freight	Nov. '42	1943	Baldwin Locomotive Works
	10	4-8-4	Freight	Feb. '43	1943	Baldwin Locomotive Works
Baltimore & Ohio.....	20	2-8-8-4	Freight	Feb. '43	1943	Baldwin Locomotive Works
Bessemer & Lake Erie.....	2	0-8-0	Sw.	Apr. '42	1943	American Locomotive Company
	5*	2-10-4	Freight	Apr. '42	1943	Baldwin Locomotive Works
	5	2-10-4	Freight	Feb. '43	1943	Baldwin Locomotive Works
Central of Georgia.....	8*(a)	4-8-4	Pass. & Frt.	Nov. '42	June '43	Lima Locomotive Works
Chesapeake & Ohio.....	40	2-8-4	Pass. & Frt.	Feb. '43	Late 1943	American Locomotive Company
Delaware & Hudson.....	15	4-8-4	Freight	Feb. '42	1943	American Locomotive Company
Denver & Rio Grande Western.....	6(a)	4-6-6-4	Freight	Sept. '42	1943	American Locomotive Company
Duluth, Missabe & Iron Range.....	10	2-8-8-4	Freight	Mar. '42	Dec. '42-Mar. '43	Baldwin Locomotive Works
Lehigh Valley.....	10*	4-8-4	Freight	Nov. '42	1943	American Locomotive Company
Missouri Pacific.....	15*	4-8-4	Freight	Nov. '42	1943	Baldwin Locomotive Works
Nashville, Chattanooga & St. Louis.....	10*	4-8-4	Freight	Nov. '42	1943	American Locomotive Company
New York Central.....	25	4-8-2	Freight	Feb. '42	Nov. '42-Jan. '43	Lima Locomotive Works
	25	4-8-2	Freight	Jan. '43	July-Aug. '43	Lima Locomotive Works
	10	2-8-4	Freight	Feb. '42	1943	Lima Locomotive Works
New York, Chicago & St. Louis.....	15	2-8-4	Freight	Feb. '43	Oct. '43	Lima Locomotive Works
Norfolk & Western.....	10	2-6-6-4	Freight	Apr. '42	Jan.-Mar. '43	Company Shops
	5*	2-6-6-4	Freight	Apr. '42	1943	Company Shops
Northern Pacific.....	12	4-6-6-4	Freight	Feb. '42	Jan. '43	American Locomotive Company
	10*	4-8-4	Freight	Feb. '42	1943	Baldwin Locomotive Works
Pennsylvania.....	25	2-10-4	Freight	Mar. '42	Feb. '43	Company Shops
	10	2-10-4	Freight	Sept. '42	Mar. '43	Company Shops
	50	2-10-4	Freight	Jan. '43	1943	Company Shops
Richmond, Fredericksburg & Potomac.....	10	2-8-4	Freight	Mar. '42	Jan.-Feb. '43	Lima Locomotive Works
St. Louis-San Francisco.....	10*	4-8-4	Freight	Nov. '42	1943	Baldwin Locomotive Works
St. Louis Southwestern.....	5	4-8-4	Freight	1942	Dec. '42-Feb. '43	Company Shops
Southern Pacific.....	30	4-8-8-2	Pass. & Frt.	Mar. '42	Nov. '42-Mar. '43	Baldwin Locomotive Works
	10	4-8-4	Freight	Mar. '42	Apr.-May '43	Lima Locomotive Works
	20	4-8-8-2	Pass. & Frt.	Feb. '43	Oct. '43	Baldwin Locomotive Works
Union Pacific.....	25	4-6-6-4	Freight	Feb. '42	1943	American Locomotive Company
Western Pacific.....	6	4-8-4	Freight	July '42	Apr. '43	Lima Locomotive Works

* These locomotives ordered in 1942, as shown in date of delivery column, but building not authorized by War Production Board until after January 1, 1943.
(a) Order originally placed with Baldwin Locomotive Works and subsequently otherwise allocated by WPB.

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locomotives in greater quantity than at any time since 1936. The company also took orders for 242 Diesel-electric locomotives of the railway switching type which were released for manufacture by the WPB, and shipped 189 of these engines. Some quantity of Diesel engines for marine and power service were also built and unfilled orders for this product still on the company's books were represented as sufficient to occupy the Diesel engine department for the greater part of 1943.

Mr. Brinley said that the range and diversity of Baldwin products have been greatly expanded. Among the articles constructed and being constructed, specifically and directly for war purposes, are military tanks of a variety of sizes and patterns, barbettes for large coast defense guns, mounts for anti-aircraft guns, finished gun tubes, forgings for small gun tubes, steering mechanisms for several types of Navy vessels, and many bronze propellers for ships of the Navy and Maritime Commission. As a constructor of machinery for use by other plants engaged in war work, Baldwin is supplying plate planers and heavy bending rolls for the shipyards, shell forging installations, hydraulic presses of almost any size or pattern, centrifugal pumps, hydraulic turbines, many types of materials testing machines, and other similar kinds of equipment. Acting as a subcontractor, the company is also furnishing many castings, machined and unmachined, from its iron, brass and steel foundries, together with a heavy tonnage of steel forgings from its Standard Steel Works division at Burnham, Pa.

The 1942 report, unlike previous reports to the stockholders, does not include any of the operations of the Midvale Company other than to give effect to dividends received from that company during the year, amounting to \$774,270. Consolidated results of operation of Baldwin and its wholly-owned subsidiaries for the years 1942 and 1941 are summarized as follows:

	1942	1941
Sales	\$167,259,141	\$68,643,191
Profit before provision for income and other taxes, depreciation, amortization of emergency facilities, and interest	23,636,521	8,373,562
Taxes on income and other taxes	16,164,329	3,071,117
Depreciation	1,406,678	1,394,957
Amortization of emergency facilities	182,900
Interest	566,270	550,574
Net profit for the year	\$5,316,344	\$3,356,914
Deduct:		
Provision of reserve for contingencies ..	800,000
Balance transferred to surplus	\$4,516,344	\$3,356,914

After deducting preferred stock dividends in the amount of \$163,029, the remainder of the above shown balance of net profit, \$4,353,315, was equivalent to \$4.23 per share on the outstanding common stock. Results as reported are after renegotiation of war contracts. Unfilled orders at the year-end were 451,572,668, as compared with \$161,942,347 at the beginning of 1942. Current assets at December 31 amounted to \$55,960,940 and current liabilities \$43,666,113. The company paid \$1.00 per share on its common stock on December 28, the first company dividend since 1930.

Abandonments

BALTIMORE & OHIO.—In a proposed report in Finance Docket 13988 Examiner W. J. Schutrumpf has recommended that the Interstate Commerce Commission authorize this road and the Buffalo & Susquehanna, which it controls through ownership of its capital stock, to abandon operation of and to abandon, respectively, a 44.46-mile segment of main line from a point near Sinnemahoning, Pa., to a point near Burrows, together with a 9-mile branch from Wharton, Pa., to Austin, neither of which has been regularly operated since they were damaged by flood in July, 1942. Since that time train service has been rearranged and many of the employees either have been transferred to other points on the B. & O. or have obtained employment elsewhere. "In this case," the examiner remarks, "the commission is immediately confronted with the question whether employees should be protected against losses which they have suffered or might suffer, primarily because a substantial portion of the lines on which they worked was destroyed by flood." The examiner made no recommendation on this point, but recited evidence of the effect of the abandonment on many individuals and suggested conditions that might be imposed for the protection of employees affected if the commission should decide to impose any.

DENVER & RIO GRANDE WESTERN.—Division 4 of the Interstate Commerce Commission has authorized this road to abandon part of a branch from Sandy, Utah, to Sand Pit, 1.36 miles.

NEWAUKUM VALLEY.—Division 4 of the Interstate Commerce Commission has authorized this company to abandon its entire line from Napavine, Wash., to Onalaska, 10.62 miles.

PENNSYLVANIA.—This road and the Western New York & Pennsylvania have applied to the Interstate Commerce Commission for authority, respectively, to abandon operation of and abandon the latter's eight-mile line between Crosby, Pa., and Clermont.

PENNSYLVANIA.—At the request of the applicants, Division 4 of the Interstate Commerce Commission has dismissed without prejudice the applications of this road and the Grand Rapids & Indiana, lessor, for authority to abandon the latter's Misauke, Lake City and Vener branches, all in Michigan, a total of 21 miles of line.

PENNSYLVANIA.—This company and the Pennsylvania, Ohio & Detroit have been authorized by Division 4 of the Interstate Commerce Commission to abandon operation of and to abandon, respectively, a branch from Loudonville, Ohio, to Brinkhaven, about 17 miles.

WESTERN PACIFIC.—The Sacramento Northern, controlled by this road through ownership of its capital stock, has been authorized by the Interstate Commerce Commission, Division 4, to abandon a 0.59-

mile line within the corporate limits of Marysville, Calif.

PERE MARQUETTE.—Division 4 of the Interstate Commerce Commission has authorized this company to abandon its branch from Mecosta, Mich., to Barryton, 11.23 miles.

WILMINGTON, BRUNSWICK & SOUTHERN.—This road has applied to the Interstate Commerce Commission for authority to abandon its entire line from Navassa, N. C., to Southport, 30.2 miles.

Construction

Cotton Belt Improvement Program for 1943

This road plans to complete a considerable amount of additions and betterments work in 1943 as follows: Replace a 291-panel ballast deck trestle near Camden, Ark., with a new ballast deck trestle at an estimated cost of \$161,440. Construct an additional passing track and rearrange an existing passing track at Rison, Ark., at an estimated cost of \$37,960. Rearrange and extend two passing tracks at Fordyce, Ark., estimated cost \$31,285. Rearrange and extend passing tracks at Ogemaw, Ark., and McNeil at an estimated cost of \$30,910 and \$38,237, respectively. Extend a second track from Texarkana, Tex., to Gertrude, Ark., about 2½ miles, estimated cost \$40,840.

This road also plans to relay 59.5 miles of 85-lb. rail between Dexter, Mo., and Paragould, Ark., with 112-lb. rail at a cost of \$597,260 and relay the Gillette branch, Stuttgart, Ark., to Gillette, replacing 35.8 miles of 56-lb. rail with second hand 85-lb. rail, estimated cost \$119,475. Apply 1500 cu. yd. of crushed rock ballast per mile between Dexter and Paragould, estimated cost \$210,738; ballast from Stuttgart to Gillette, estimated cost \$47,213; and ballast from Redwater, Tex., to Mt. Pleasant, 47 miles, at an estimated cost of \$92,464. Drive poles for roadbed stabilization at various locations at an estimated cost of \$120,000. Complete several small grade revisions at openings which now overflow, estimated cost \$100,000. Extend eight stalls in the Pine Bluff (Ark.) roundhouse at an estimated cost of \$65,882.

This road at the present time is installing centralized train control between Illmo, Mo., and Dexter Junction at an estimated cost of \$230,000 and has recently completed the extension of a passing track between Pine Bluff and Wilkins, Ark., at a cost of \$31,266 and the construction of two additional yard tracks at Pine Bluff at a cost of \$20,185.

WAR DEPARTMENT.—The U. S. Engineer Office, San Francisco, Cal., has awarded a contract amounting to more than \$50,000, and less than \$100,000, to Ben C. Gerwick, Inc., Oakland, Cal., for the construction of an extension to a railroad "hold" yard in California.

Intensified TRANSPORTATION Has Been a "NATURAL" for Railroads

THE impact of a national emergency found our rail carriers ready for the task. With faith and foresight they had been preparing.

Improved equipment — more efficient, more reliable, more durable — was being accumulated for a better peacetime service. All of this has proved invaluable for wartime requirements of increasing magnitude. The demand on facilities has been intensive and sustained.

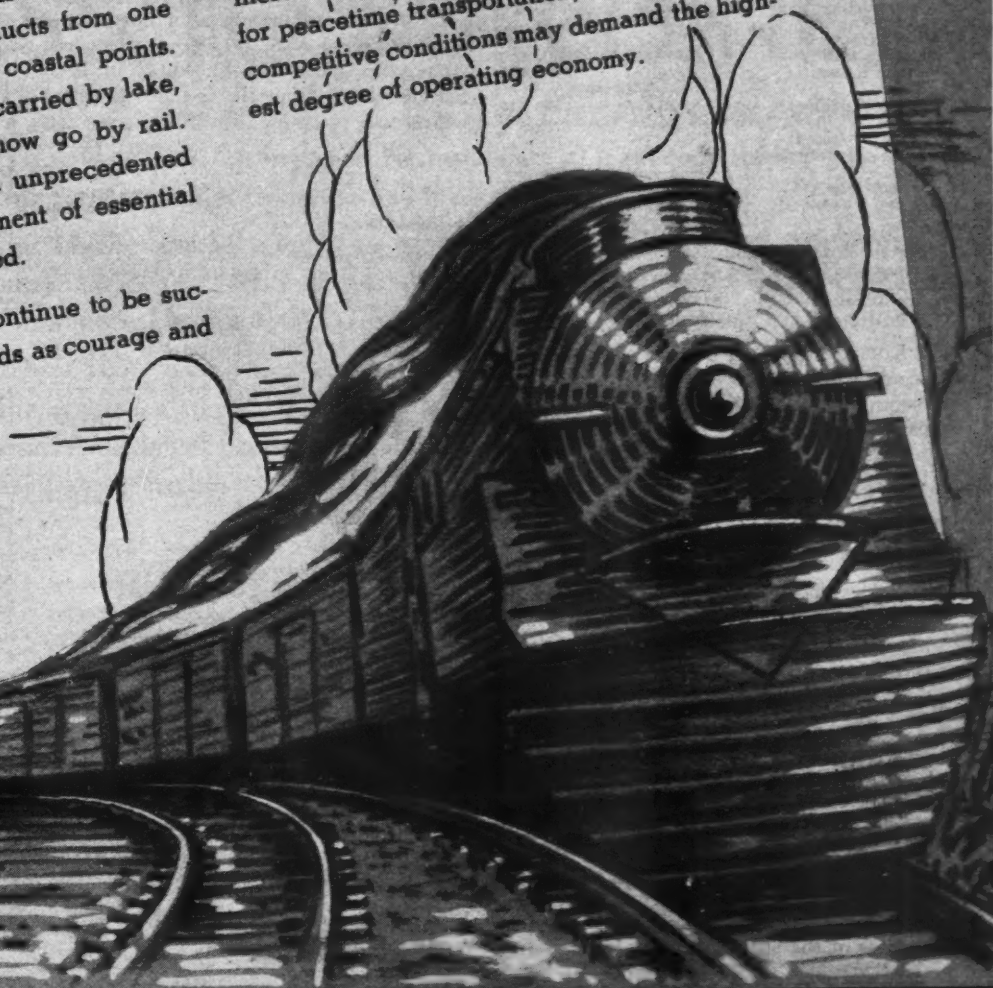
Vast quantities of raw materials flow to processing plants, finished products from one plant to another, supplies to coastal points. Immense tonnages formerly carried by lake, canal, and coastwise ships now go by rail. Troops have been moved in unprecedented numbers. Home front shipment of essential supplies has been maintained.

This Herculean task will continue to be successfully met by the railroads as courage and

ingenuity are reinforced with physical implements amply supplied and adequately maintained.

We too are privileged to share in the responsibility of meeting stringent traffic conditions. Up-to-date air brakes (such as the 8-ET for locomotives, the AB for freight cars, the HSC for passenger cars) are helping to safeguard and expedite the movement of trains carrying vital war materials and supplies. Moreover —

As the proportion of modernized equipments increases, they become an accumulative asset for peacetime transportation, when predicted competitive conditions may demand the highest degree of operating economy.



WESTINGHOUSE AIR BRAKE CO.

WILMERDING, PENNSYLVANIA

Financial

ATCHISON, TOPEKA & SANTA FE.—Annual Report.—The annual report of this company for the year ended December 31, 1942, shows net income of \$73,664,352, after interest and other charges, an increase of \$43,427,771 as compared with net income in 1941. During the year funded debt was reduced by \$18,266,000, leaving outstanding in the hands of the public \$304,964,750. It is expected that interest accruals for 1943 will be reduced about \$406,000 as compared with the 1942 figure. There are no debt maturities in 1943 excepting \$5,110,000 of equipment trust certificates. Selected items from the income statement follow:

	1942	Increase or Decrease Compared with 1941
RAILWAY OPERATING REVENUES	\$361,148,930	+\$136,105,281
Maintenance of way	35,326,414	+6,935,774
Maintenance of equipment	53,915,710	+10,280,949
Transportation	97,700,115	+23,310,851
TOTAL OPERATING EXPENSES	198,327,167	+41,416,459
Operating ratio		
NET REVENUE FROM OPERATIONS	162,821,763	+94,688,823
Railway tax accruals	76,266,283	+48,639,854
Railway operating income	86,555,480	+46,048,969
Net equipment and joint facility rents—Dr.	3,007,871	+3,048,150
NET RAILWAY OPERATING INCOME	83,547,609	+43,000,819
Other income	2,376,161	-815,955
TOTAL INCOME	85,923,770	+42,184,864
Rent for leased roads and equipment	1,557
DEDUCTIONS FROM GROSS INCOME	556,003	-23,025
Income available for interest on funded debt	85,367,767	+42,207,889
Interest on funded debt	11,703,415	-1,219,881
NET INCOME	\$73,664,352	+\$43,427,771

BUFFALO CREEK & GAULEY.—Promissory Note.—Division 4 of the Interstate Commerce Commission has authorized this company to issue a 4 per cent demand promissory note for \$77,500 to be delivered to Dauphin Deposit Trust Company of Harrisburg, Pa., in exchange for a 6 per cent note in like amount issued with authority of the commission.

BUSH TERMINAL.—Lease.—The Bush Terminal Railroad Company has applied to the Interstate Commerce Commission for a certificate authorizing it to extend its line through the acquisition by lease of the trackage and other railroad facilities of the Bush Terminal Company, a non-common carrier. Involved are 13.56 miles of track and other such facilities as float bridges, car floats, freight and locomotive houses, shop facilities, and office buildings, in the Brooklyn, N. Y., area bounded by Thirtieth street, Fifty-first street, Second avenue, and New York bay. The primary purpose of the proposed expansion, the application stated, is "to remove various legal and practical anomalies incident to the present railroad operations of the applicant as a common carrier by railroad and the

present railroad operations of the Terminal Company as a non-common carrier by railroad." Certain of these anomalies "have been the subject of discussion with the Bureau of Inquiry of the commission," and the proposed plan is designed to bring under I.C.C. jurisdiction all railroad operations performed by the Terminal Company, both as agent for the applicant and for other common carriers by railroad.

CALIFORNIA WESTERN RAILROAD & NAVIGATION.—Deficit Status.—Division 4 of the Interstate Commerce Commission, with Commissioner Miller dissenting, has found that this company is entitled to receive \$16,161 in adjustment of claims for losses resulting from operations under federal control, as provided in section 204 of the Transportation Act of 1920 as amended. In this finding the division has departed from the recommendation of the examiner, reported in *Railway Age* of September 26, 1942, page 510, and has concluded that certain accounting adjustments and revenue losses should not be deducted from the carrier's claim. In his dissenting opinion Commissioner Miller stated his objections to the method followed by the majority in adjusting transportation expenses for disproportionate or unreasonable charges by application of a formula which he regarded as "inaccurate and inapplicable."

KANSAS CITY SOUTHERN.—Annual Report.—The 1942 annual report for this company shows a net income, after interest and other charges, of \$2,541,785, as compared with a net income of \$1,846,122 in 1941. Selected items from the income statement follow:

	1942	Increase or Decrease Compared with 1941
Average Mileage Operated	879.88	+1.10
RAILWAY OPERATING REVENUES	\$34,316,348	+\$15,153,312
Maintenance of way and structures	6,849,065	+4,655,130
Maintenance of equipment	4,416,846	+1,411,025
Transportation	8,275,723	+2,827,109
TOTAL OPERATING EXPENSES	21,291,353	+9,187,427
Operating ratio	79.19	+6.58
NET REVENUE FROM OPERATIONS	13,024,995	+5,965,885
Railway tax accruals	5,885,167	+4,073,725
Railway operating income	7,139,828	+1,892,160
Equipment rents—Net Dr.	2,281,669	+1,236,343
Joint facility rents—Net Dr.	128,349	+9,553
NET RAILWAY OPERATING INCOME	4,729,810	+646,264
Other income	718,384	+32,338
TOTAL INCOME	5,448,194	+678,601
Rent for leased roads and equipment	16,878	+1,859
Interest on funded debt—Fixed interest	2,790,244	-16,195
TOTAL FIXED CHARGES	2,878,733	+93
NET INCOME	2,541,785	+695,663
DISPOSITION OF NET INCOME:		
Dividend appropriations of Income		
Preferred Stock Dividend No. 111	420,000
Income Balance Transferred to Profit and Loss	\$2,121,785	+\$695,663

LONG ISLAND.—WPB Takes Unused Track.—Four and one-half miles of track of the Long Island between Salisbury Plains, L. I., and Bethpage Junction, which has not been in use for ten years, has been requisitioned for scrap by the War Production Board which took title because of a provision of the original deed preventing the railroad from removing the track. The right-of-way was originally deeded to the railroad with the provision that the franchise would remain in effect only so long as the tracks were left in place.

NEW YORK CENTRAL.—Annual Report.—The preliminary annual report of this company for 1942 shows net income of \$49,082,183, after interest and other charges, an increase of \$23,836,621 as compared with 1941. During the year a reduction of \$51,318,857 was effected in the amount of capital obligations, the total at the end of the year being \$917,737,246. Selected items from the income statement follow:

	1942	Increase or Decrease Compared with 1941
RAILWAY OPERATING REVENUES	\$593,666,096	+\$145,876,441
Maintenance of way	68,547,071	+15,390,997
Maintenance of equipment	109,096,315	+16,641,747
Transportation	197,544,216	+35,087,036
TOTAL OPERATING EXPENSES	402,669,598	+71,231,487
Operating ratio		
NET REVENUE FROM OPERATIONS	190,996,498	+74,644,954
Railway tax accruals	82,890,104	+39,478,275
Equipment and joint facility rents—Dr.	17,706,899	+2,185,944
NET RAILWAY OPERATING INCOME	90,399,495	+32,980,735
Other income	18,278,590	-805,198
TOTAL INCOME	108,678,085	+32,175,537
Rent for leased roads and equipment	22,392,182	+314,718
Interest on funded debt	24,533,511	-875,655
TOTAL FIXED CHARGES	48,513,449	-292,323
NET INCOME	\$49,082,183	+\$23,836,621

PENNSYLVANIA.—Equipment Trust.—This company has been granted authority by Division 4 of the Interstate Commerce Commission to assume liability for \$6,450,000 of equipment trust certificates, series N, sold at 100.771 and accrued dividends, based on a rate of 2¼ per cent per annum, to Salomon Brothers & Hutzler and others. (See previous item in *Railway Age* of February 13, page 381.)

PITTSBURGH, BESSEMER & LAKE ERIE.—U. S. Steel Purchase Offer.—The United States Steel Corporation on March 1, in a letter to stockholders, offered to purchase the outstanding common and preferred stock of this railroad at \$83 per preferred share and \$41 per common share, until June 1, 1943.

SOUTHERN PACIFIC.—Promissory Notes.—Division 4 of the Interstate Commerce Commission has authorized this company to issue \$6,095,566 of promissory notes in evidence of but not in payment for the un-

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Same



COST LESS TO MACHINE—

THE smooth even grained surface of HUNT-SPILLER *Air Furnace* GUN IRON Castings can be machined at maximum cutting speeds without any danger to the cutting tools or setup.

This feature naturally helps to reduce machining costs—but, still more important is the fact that less stock has to be removed because the uniformity of HSGI Castings permits manufacture very close to finished sizes.

The resistance of HSGI Parts to frictional wear and high temperatures assures maximum service life—fewer replacements—fewer jobs for the back shop machine tools and obviously big savings in material costs.

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HUNT-SPILLER GUN IRON

Air Furnace

paid principal on various conditional sale equipment contracts.

In the division's report in this case attention is called to the commission's expectation that equipment purchases will be financed hereafter by equipment trusts rather than conditional sales contracts, on which carriers have not been required to obtain the approval of the commission. The report points out that certain railroads which have resorted to the use of such contracts have since found it advisable to substitute promissory notes in order to take advantage of excess profits tax provisions, and warns that the commission does not expect to be asked to approve such notes issued in place of conditional sales agreements entered into after January 1, 1943.

RAILWAY EXPRESS AGENCY.—*New Director.*—Division 4 of the Interstate Commerce Commission has approved the application of Robert E. Woodruff, president of the Erie, for authority to serve as a director of the Railway Express Agency.

SPOKANE INTERNATIONAL.—*Reorganization.*—The final chapter in the reorganization of the Spokane International took place on March 1 when the Federal District Court at Spokane, Wash., approved the petition of the reorganization managers and trustees for their discharge. Operation of the road was started on November 1, 1906, between Spokane, Wash., and Eastport, Ida. On August 28, 1933, the road petitioned the District Court for permission to reorganize and on August 30, 1941, a plan of reorganization was approved by the Interstate Commerce Commission.

WABASH.—*Acquisition.*—This road has applied to the Interstate Commerce Commission for authority to acquire the bridge of the Wabash-St. Charles Bridge Company across the Missouri river near St. Charles, Mo. The applicant is not sure that authority is necessary in addition to that granted in other Wabash proceedings; but the application was nevertheless filed "by way of abundant caution."

Average Prices Stocks and Bonds

	Mar. 9	Last week	Last year
Average price of 20 representative railway stocks..	33.82	33.73	26.84
Average price of 20 representative railway bonds..	74.44	73.96	66.56

Dividends Declared

Boston & Albany.—\$2.00, payable March 31 to holders of record March 4.
Chicago Great Western.—5 Per Cent Preferred (Accum.), 62½¢, payable March 31 to holders of record March 18.
Fort Wayne & Jackson.—5½ Per Cent Preferred, \$2.75, semi-annually, payable March 1 to holders of record February 24.
Newark & Bloomfield.—\$1.50, semi-annually, payable April 1 to holders of record March 12.
Norwich & Worcester.—8 Per Cent Preferred, \$2.00, quarterly, payable April 1 to holders of record March 15.
Pittsburgh, Bessemer & Lake Erie.—75¢, semi-annually, payable April 1 to holders of record March 15.
Southern-Mobile & Ohio.—(Stock Trust Certificates) \$2.00, semi-annually, payable April 1 to holders of record March 15.
Vermont & Massachusetts.—\$3.00, semi-annually, payable April 7 to holders of record March 25.
Virginian.—62½¢, quarterly, payable March 26 to holders of record March 18.

Railway Officers

EXECUTIVE

George Milton LaRiviere, whose appointment as executive general agent of the Atlantic Coast Line at Washington,



George M. LaRiviere

D. C., was announced in the *Railway Age* of February 13, was born on October 12, 1907, at Rockland, Mass. He attended Boston University, School of Business Administration, and the University Extension Institute, Transportation, Harvard University. Mr. LaRiviere entered railroad service on July 15, 1924, as an employee of the Canadian National at Boston, Mass. On January 15, 1929, he became a stenographer in the New England agent's office of the Atlantic Coast Line at Boston, and on April 1, 1934, was appointed traveling freight agent, becoming chief clerk-solicitation and service, in the freight traffic department at Wilmington, N. C., on January 1, 1937. On September 15, 1939, he was sent to Washington, as commercial agent and on November 1, 1940, he became general agent, which position he held until his recent appointment as executive general agent at Washington.

OPERATING

L. Babcock has been appointed trainmaster of the Buffalo division of the New York Central.

W. R. Sturdy, assistant trainmaster of the Columbus division of the Pennsylvania, has been transferred to the Buffalo division. **L. W. Haley**, yardmaster of the New York division, has been appointed night assistant freight trainmaster of the New York division.

Armstrong Chinn, chief engineer of the Alton, has been promoted to general manager, with headquarters as before at Chicago. Mr. Chinn was born at Dallas, Tex., on September 26, 1894, and graduated from Virginia Polytechnic Institute in 1916. He entered railway service in the latter year

as an instrumentman of the Chicago, Burlington & Quincy on track elevation at Aurora, Ill. During 1918 and 1919 he served as a second lieutenant of field artillery in the American Expeditionary Force in France and then returned to the Burlington, where he was engaged from 1919 to 1921 as an instrumentman on yard construction at La Crosse, Wis., and Centralia, Ill. In 1922, he was promoted to assistant engineer at Aurora, where he remained until 1923 when he became division engineer and roadmaster of the Quincy, Omaha & Kansas City (controlled by the C. B. & Q.), at Kansas City, Mo. Mr. Chinn was transferred back to the Burlington as roadmaster at Kansas City in 1925 and in the following year he was promoted to assistant engineer maintenance of way at Alliance, Neb. Early in 1927 he was promoted to district engineer maintenance of the Wyoming district, with headquarters at the same point, and later in the year he was transferred to the Nebraska district with headquarters at Lincoln, Neb., and also placed in charge of work equipment. On December 1, 1929, Mr. Chinn was appointed chief engineer of the Alton, with headquarters at Chicago. Mr. Chinn is a past-president of the American Railway Bridge & Building Association and of the



Armstrong Chinn

Roadmasters' and Maintenance of Way Association of America. At present he is a member of the board of direction of the American Railway Engineering Association.

A. B. Parsons, assistant superintendent of the Chicago, South Shore & South Bend, has been appointed superintendent with headquarters as before at Michigan City, Ind. **D. E. Ferner**, chief dispatcher at Michigan City, has been promoted to assistant superintendent, with the same headquarters.

C. H. Grant, assistant superintendent of the Portland division of the Southern Pacific, with headquarters at Portland, Ore., has been transferred to the Salt Lake division, with headquarters at Sparks, Nev. **K. K. Schomp** succeeds Mr. Grant as assistant superintendent of the Portland division.

W. L. Humphrey, assistant superintendent car service of the Atlantic Coast

Line, has been appointed superintendent car service, with headquarters as before at Wilmington, N. C. **F. A. Cooke** has been appointed superintendent of dining cars at Washington, D. C., and **J. C. Mixon**, terminal trainmaster at Charleston, S. C., has been appointed trainmaster of the Columbia district, with headquarters at Florence, S. C.

John W. Purdy, whose promotion to superintendent of the Indianapolis division of the Baltimore & Ohio, with headquarters at Indianapolis, Ind., was reported in the *Railway Age* of March 6, was born at Springfield, Mo., on September 22, 1891. He entered railroad service in 1907 and worked in various capacities with the Pennsylvania, the Big Four, the Illinois Central and the Pittsburgh, Cincinnati, Chicago & St. Louis (now part of the Pennsylvania) until January, 1917, when he became assistant supervisor of the B. & O., with headquarters at Athens, Ohio. In May, 1917, he was advanced to district bridge inspector at Cincinnati, Ohio, and in December of the same year he was promoted to assistant engineer with the same headquarters. In April, 1920, Mr. Purdy was advanced to assistant division engineer, with headquarters at Chillicothe, Ohio, becoming division engineer at Akron, Ohio, in 1936. In October, 1942, he was promoted to assistant division superintendent at Garrett, Ind., holding that position until his new appointment, effective March 1.

TRAFFIC

Edward C. Hall has been appointed industrial agent of the Delaware & Hudson with headquarters at Albany, N. Y., succeeding **John R. Ablett**, deceased.

W. F. Canova, commercial agent of the Seaboard Air Line, has been appointed district freight agent, with headquarters at Tallahassee, Fla. The position of commercial agent has been abolished.

Dwight M. Smith, traveling freight agent of the Chesapeake & Ohio at St. Louis, Mo., has been promoted to general agent, with headquarters at Atlanta, Ga., succeeding **Charles N. Page**, who has been appointed district service agent at Norfolk, Va.

Lee R. Wilson, division freight and passenger agent of the Wabash, with headquarters at Omaha, Neb., has been promoted to assistant general freight agent, with headquarters at Chicago, succeeding **R. C. Riedinger**, who has resigned. **John W. Wack**, who has been on special duty at Washington, D. C., replaces Mr. Wilson at Omaha.

Effective March 16 the Alton railroad will separate its traffic department from the Baltimore & Ohio, and the following officers have been appointed: **Steven A. Williams**, general western freight agent of the Alton and the Western lines of the B. & O., is promoted to freight traffic manager, with headquarters as before at Chicago. **R. A. Pearce**, general passenger agent of the Alton and the Western lines

of the B. & O., with headquarters at St. Louis, is promoted to passenger traffic manager, with headquarters at Chicago.

Mr. Williams was born on August 2, 1884, at Savannah, Ga., and entered the service of the Queen & Crescent Route (now part of the Southern), in 1906, as a traveling freight agent, serving in the traffic department of that road at New



Steven A. Williams

Orleans, La., Birmingham, Ala., and Indianapolis, Ind. In 1914, he went with the Chicago & Alton (now the Alton), as commercial agent at Indianapolis, and two years later was made general agent at Peoria, Ill. In 1917, Mr. Williams was appointed general agent at St. Louis, Mo., representing the operating and traffic departments, and in 1924 he was appointed general freight agent at Chicago. On May 1, 1933, he was promoted to the position he held at the time of his new appointment.

ENGINEERING & SIGNALING

John C. Jacobs, supervisor of track of the Illinois Central at East St. Louis, Mo., has been promoted to division engineer at Water Valley, Miss., succeeding **Paul H. Croft**, who has been transferred to the Chicago Terminal division at Chicago, replacing **R. H. Carter**, whose promotion to assistant terminal manager of the Chicago terminal, was reported in the *Railway Age* of March 6.

William T. Covert, assistant chief engineer of the Pennsylvania system, with headquarters at Philadelphia, Pa., has retired from active service. Born on January 4, 1873, at Philadelphia, Mr. Covert was graduated from the Pierce School of Business, Philadelphia, and from Cooper Institute, New York. He entered railway service in May, 1890, as a clerk in the accounting department of the Pennsylvania at Philadelphia, and subsequently served as rodman and in various capacities in connection with construction work under the engineer maintenance of way of the United Railroads of New Jersey. From October, 1895, until June, 1897, he was employed in the office of the principal assistant engineer of the Pennsylvania at Altoona, Pa., becoming assistant supervisor of the Philadelphia division on the latter date. In July,

1900, he became supervisor on the Renovo division, and thereafter served successively until October 25, 1917, as supervisor of the Philadelphia yard, assistant engineer of the Chautauqua division, and later on the Eastern & Susquehanna division, and division engineer on the Philadelphia Terminal division. On October 25, 1917, Mr. Covert was appointed principal assistant engineer of the Western Pennsylvania division at Pittsburgh, Pa., and on March 1, 1920, he became engineer maintenance of way of the Western Pennsylvania division with the same headquarters. He was appointed chief engineer maintenance of way of the Eastern region on June 1, 1926, and on May 1, 1939, was appointed assistant chief engineer of the Pennsylvania system.

David Warner Fry, whose appointment as principal assistant engineer of the Baltimore & Ohio, with headquarters at Baltimore, Md., was announced in the *Railway Age* of February 13, was born September 20, 1890, at Pratts, Va. Mr. Fry was graduated from the Virginia Polytechnic Institute, Blacksburg, Va., with a B.S. degree in civil engineering in 1910, and in June of the same year he entered railroad service with the Mexico North-Western



David Warner Fry

at Madera, Chihuahua, Mexico, as assistant in the engineering corps in the construction of the main line through the Sierra Madre mountains. In December, 1911, he entered the employ of the Baltimore & Ohio as axeman and after progressing through various positions in the engineering department, he was appointed field engineer in July, 1916. Mr. Fry was promoted to assistant engineer in June, 1918, and to senior assistant engineer in April, 1942, which position he held until his recent appointment as principal assistant engineer.

MECHANICAL

G. S. Gandy, general locomotive foreman of the St. Louis Southwestern at Pine Bluff, Ark., has been promoted to master mechanic, with the same headquarters.

E. J. Kueck, mechanical engineer of the St. Louis Southwestern, has been promoted to assistant superintendent of motive power, with headquarters as before at Pine Bluff, Ark., succeeding **J. E. Brown**,

whose promotion to superintendent of motive power was reported in the *Railway Age* of February 13. **M. P. Nunnally**, acting mechanical engineer, has been advanced to mechanical engineer, with headquarters at Pine Bluff, succeeding Mr. Kueck.

R. L. Turner, general foreman of the South shops of the Southern, has been appointed assistant master mechanic, with headquarters as before at Atlanta, Ga.

Clarkson T. Hunt, whose promotion to superintendent of motive power of the Southwestern division of the Pennsylvania, with headquarters at Indianapolis, Ind., was reported in the *Railway Age* of February 6, is a graduate of Lehigh University, and entered railway service on June 21, 1915, in the Altoona (Pa.) works of the Pennsylvania. Later he served in various capacities on several divisions of the Eastern region and in the general offices at Philadelphia. On October 16, 1939, Mr. Hunt was promoted to master mechanic of the



Clarkson T. Hunt

Philadelphia division, holding that position until his new promotion, effective February 1.

PURCHASES AND STORES

The executive departments of the Alton and the Baltimore & Ohio are being separated, effective March 16, and **H. O. Wolfe**, assistant to the purchasing agent, has been promoted to purchasing agent of the Alton, with headquarters as before at Chicago, succeeding **W. S. Galloway**, who continues as purchasing agent of the B. & O., with headquarters at Baltimore, Md.

C. S. White, general purchasing agent of the New York Central System, has been appointed manager, purchases and stores, with headquarters as before at New York. The position of general purchasing agent has been abolished. **R. I. Renfrew**, assistant general storekeeper at Beech Grove, Ind., has been appointed assistant general supervisor of stores, with headquarters at New York. **H. A. Paar**, division storekeeper of the Michigan Central at Jackson, Mich., has been appointed assistant general storekeeper of the New

York Central at Beech Grove, succeeding Mr. Renfrew.

SPECIAL

R. K. Yonge, director of agriculture of the Denver & Rio Grande Western, has transferred his headquarters from Grand Junction, Colo., to Denver.

Mrs. Marjorie J. Warren, pipe-fitter's helper of the Southern Pacific shops at Sacramento, Cal., has been promoted to supervisor of women of the Northern district, a newly-created position, with headquarters at Sacramento.

Arthur A. Dailey, assistant general advertising manager of the Atchison, Topeka & Santa Fe, with headquarters at Chicago, has been promoted to general advertising manager, with the same headquarters, succeeding **R. W. Birdseye**, whose death was reported in the *Railway Age* of January 9.

G. R. Hurd, superintendent of fire protection of the Illinois Central, with headquarters at Chicago, has been appointed superintendent of fire prevention, a change of title. **P. H. Everett**, assistant custodian at Chicago, has been appointed assistant superintendent of fire prevention.

Dr. Irwin D. Siminon, surgeon of the New York Central System at Chicago, has been promoted to chief surgeon, with the same headquarters, succeeding **Dr. Frank E. Pierce**, who retired on February 28. Dr. Siminon is a graduate of Rush Medical College and has been with the New York Central since August, 1925, assisting Dr. Pierce, who has been chief surgeon at Chicago since July, 1908.

OBITUARY

Wade Hampton Blake, who retired as superintendent of the South Florida division of the Seaboard Air Line on August 29, 1936, died on March 1 at Tampa, Fla.

Cadwell A. Williams, assistant engineer of signaling of the Atlantic Coast Line at Wilmington, N. C., died at his home at that city, on January 29 at the age of 57.

Louis P. Pairo, an engineer, who at one time served as superintendent of transportation of the Long Island, died on February 24, at his home at Atlanta, Ga., at the age of 78.

H. J. Ketcham, who retired as general agent of the London & North Eastern for the United States and Canada on March 31, 1934, died on March 3, at his home at Passaic, N. J., at the age of 80.

Edgar W. Camp, special attorney of the Coast Lines of the Atchison, Topeka & Santa Fe, with headquarters at Los Angeles, Cal., died at the Santa Fe Hospital, Los Angeles, on February 23, following an illness of several weeks.

Henry T. Wickham, state senator of the Virginia senate, who retired as vice-president and general counsel of the Chesapeake & Ohio in 1923 and was subsequently appointed advisory counsel of that road, died on March 5 at Richmond, Va., at the

age of 93. Previous to his retirement, Mr. Wickham had been in railroad service continuously for 50 years.

Charles White Sowle, assistant auditor of the Western Improvement Company (an investment company controlled by the Atchison, Topeka & Santa Fe), died on March 9 at the Chicago Osteopathic hospital after a short illness.

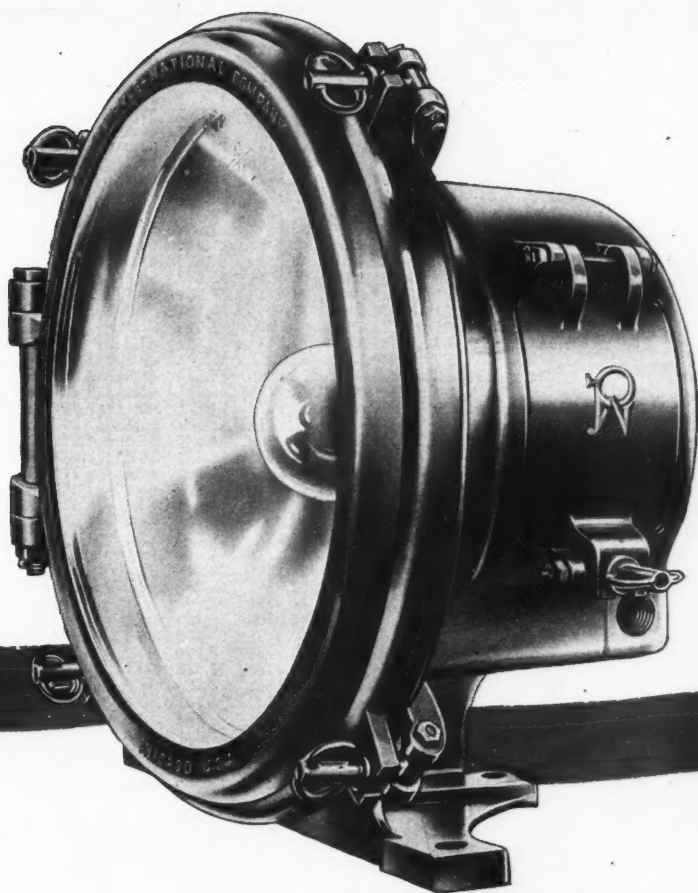
Gilbert G. Early, vice-president in charge of traffic of the Wabash, with headquarters at St. Louis, Mo., died on March 8 at Sarasota, Fla., following a surgical operation. Mr. Early was born on July 25, 1881, at Pittsburgh, Pa., and entered railway service in a clerical capacity with the Erie in 1900. In 1907, he went with the Wabash as chief rate clerk of the lines east of Toledo, Ohio, including the West Side Belt and the Wabash Pittsburgh terminal. In 1917, he became identified with the Pittsburgh & West Virginia as general freight and passenger agent, being ap-



Gilbert G. Early

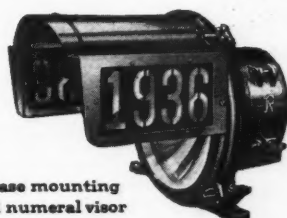
pointed assistant general freight agent in 1918. Two years later he returned to the Wabash to reopen an off-line office at Philadelphia, Pa., and in 1921 he was advanced to assistant general freight agent at St. Louis, being promoted to general freight agent with the same headquarters in 1924. On January 1, 1927, Mr. Early was appointed assistant freight traffic manager and in 1931 he was further advanced to freight traffic manager, being promoted to chief traffic officer in August, 1936. When the Wabash was reorganized on May 21, 1942, Mr. Early was elected to the position he held at the time of his death. He had been a member of the Traffic Advisory committee of the Association of American Railroads since 1937.

Samuel P. Collier, traffic manager of the Winston-Salem Southbound at Winston-Salem, N. C., died at his home in that city on February 18, at the age of 65. Born at Wilmington, N. C., Mr. Collier entered railroad service in 1892 as a messenger of the Atlantic Coast Line. After serving in various capacities in the traffic department of that road, he was appointed general freight and passenger agent of the Winston-Salem Southbound at Winston-Salem, and was promoted to traffic manager in 1914, the position he was holding at the time of his death.

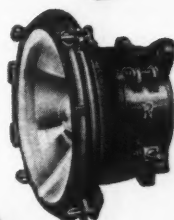


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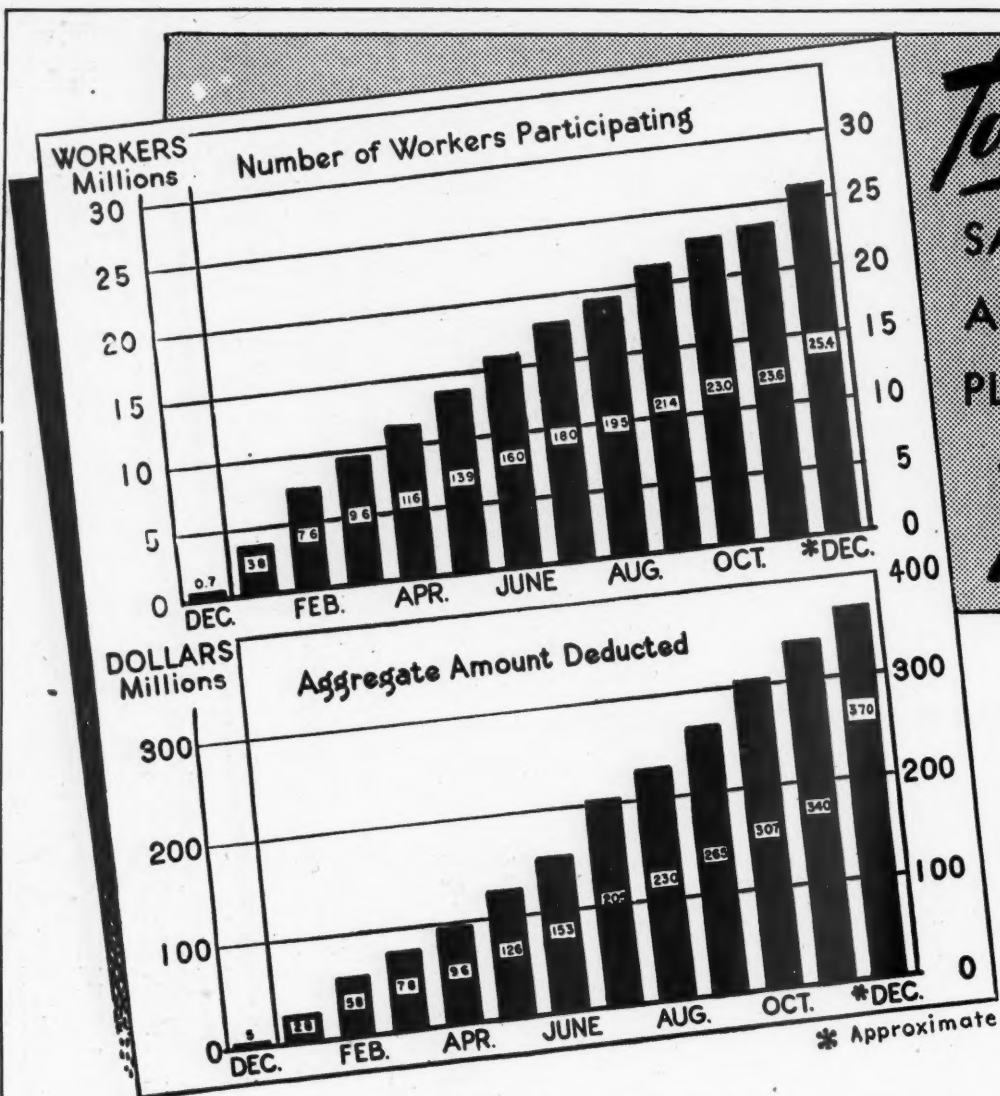
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Freight Operating Statistics of Large Steam Railways—Selected Items

Region, road, and year		Miles of road operated	Train-miles	Locomotive-miles		Car-miles		Ton-miles (thousands)		Road locos. on line							
				Principal and helper	Light	Loaded (thousands)	Per cent loaded	Gross excl. locos. & tenders	Net rev. and non-rev.	Serviceable		B. O.	Per cent B. O.				
										Unstored	Stored						
New England Region:																	
Boston & Albany		1942	362	170,481	206,947	39,000	4,035	59.5	282,681	119,665	72	..	22	23.4			
		1941	362	159,938	171,845	15,287	3,707	66.5	214,271	79,247	62	13	13	14.8			
Boston & Maine		1942	1,812	403,759	473,735	54,713	12,398	64.2	849,311	383,238	164	..	16	8.9			
		1941	1,854	337,238	385,088	31,670	12,235	69.3	709,839	281,386	136	11	24	14.0			
N. Y., N. H. & Hart.†		1942	1,816	479,763	603,664	56,394	16,155	66.5	1,039,262	467,342	231	6	29	18.0			
		1941	1,816	433,060	550,032	47,258	16,164	69.6	880,591	342,793	204	3	58	21.1			
Great Lakes Region:																	
Delaware & Hudson		1942	848	344,704	425,239	38,769	12,684	65.5	943,408	504,456	148	38	33	15.1			
		1941	849	322,496	371,313	41,398	11,800	64.6	792,795	379,593	137	27	73	30.8			
Del., Lack. & Western		1942	982	363,720	432,970	64,753	14,658	67.3	990,966	475,234	144	12	25	13.8			
		1941	982	379,460	433,201	60,604	15,252	69.8	928,582	401,087	141	17	41	20.6			
Erie		1942	2,242	911,705	981,780	74,093	37,721	66.5	2,511,031	1,138,155	307	12	72	18.4			
		1941	2,251	826,231	870,793	50,525	36,101	67.3	2,225,025	904,922	255	61	97	23.5			
Grand Trunk Western		1942	1,026	266,426	281,055	2,198	7,941	64.7	533,478	236,058	68	4	7	8.9			
		1941	1,023	279,663	285,021	2,248	8,274	62.7	522,662	194,697	71	..	15	17.4			
Lehigh Valley		1942	1,248	475,859	520,307	82,491	18,586	61.5	1,331,021	630,330	144	..	13	8.3			
		1941	1,251	391,692	428,062	71,325	15,599	66.2	1,007,668	444,920	129	21	41	21.5			
New York Central		1942	10,470	3,648,304	3,985,889	263,177	126,835	60.1	9,294,411	4,328,121	1,210	2	198	14.0			
		1941	10,518	3,370,229	3,609,081	217,107	114,781	60.1	7,887,792	3,377,663	1,084	77	222	16.1			
New York, Chi. & St. L.		1942	1,657	895,961	907,459	11,068	31,480	62.7	2,203,192	1,006,078	167	..	13	7.2			
		1941	1,672	719,762	732,395	11,030	24,650	65.3	1,557,521	635,343	144	2	17	10.4			
Pere Marquette		1942	1,998	464,402	493,510	12,116	13,483	65.5	938,772	451,682	137	5	19	11.8			
		1941	2,051	402,636	410,481	7,898	11,264	62.6	741,192	302,791	130	6	28	17.1			
Pitts. & Lake Erie		1942	233	90,106	94,759	58	3,585	61.1	317,408	184,306	38	5	11	20.4			
		1941	232	97,152	100,101	68	3,861	63.6	324,075	186,235	44	..	12	21.4			
Wabash		1942	2,381	797,807	823,815	18,620	26,915	63.4	1,854,045	834,286	186	7	31	13.8			
		1941	2,397	652,566	669,728	13,607	21,776	66.1	1,333,700	512,950	151	25	82	31.8			
Central Eastern Region:																	
Baltimore & Ohio		1942	6,169	2,436,197	3,009,830	354,251	72,743	59.4	5,457,044	2,583,029	937	7	190	16.8			
		1941	6,238	2,069,036	2,558,621	268,952	63,745	62.0	4,462,603	2,036,445	857	62	224	19.6			
Central of New Jersey†		1942	658	264,518	305,242	66,935	7,992	59.6	609,715	310,406	124	5	22	14.6			
		1941	661	211,215	238,479	46,950	6,410	61.8	450,171	218,411	95	21	31	21.1			
Chicago & Eastern Ill.		1942	912	241,605	266,270	10,379	7,392	68.3	494,935	241,146	62	..	12	16.2			
		1941	925	194,585	195,235	3,908	5,126	64.3	338,664	149,030	63	1	25	28.1			
Elgin, Joliet & Eastern		1942	392	146,396	149,521	2,418	3,628	62.1	295,437	158,721	72	..	8	10.0			
		1941	390	146,291	148,012	1,455	3,972	58.7	314,496	157,559	69	..	10	12.7			
Long Island		1942	374	35,165	36,444	20,912	322	53.6	25,324	10,650	47	..	4	7.8			
		1941	374	28,910	30,161	18,882	284	53.6	20,755	8,076	34	4	8	17.4			
Pennsylvania System		1942	9,933	4,469,565	5,284,112	711,563	152,896	61.6	11,066,263	5,298,305	1,932	..	167	8.0			
		1941	9,947	4,096,496	4,805,708	602,979	149,408	61.6	10,384,177	4,678,894	1,764	136	236	11.0			
Reading		1942	1,419	618,038	689,729	77,254	18,033	61.6	1,422,910	762,877	277	7	41	12.6			
		1941	1,430	542,847	602,060	72,229	15,780	62.0	1,163,781	580,274	242	24	58	17.9			
Pocahontas Region:																	
Chesapeake & Ohio		1942	3,032	1,080,058	1,170,900	56,220	42,626	55.1	3,720,747	2,054,749	468	3	51	9.8			
		1941	3,053	948,411	1,006,848	41,794	40,195	56.4	3,356,536	1,828,954	439	23	50	9.8			
Norfolk & Western		1942	2,134	826,505	890,210	65,442	33,005	56.8	2,918,435	1,575,144	312	6	15	4.5			
		1941	2,159	741,176	782,995	50,126	31,510	57.1	2,619,931	1,378,028	299	9	22	6.7			
Southern Region:																	
Atlantic Coast Line		1942	4,982	1,043,368	1,072,743	12,978	26,316	60.9	1,824,341	799,980	348	9	26	6.8			
		1941	4,986	839,329	853,232	11,691	18,700	60.5	1,194,033	457,230	293	..	32	9.8			
Central of Georgia†		1942	1,783	325,065	329,789	5,686	6,951	63.9	470,269	211,281	105	..	11	9.5			
		1941	1,783	310,485	314,494	4,689	6,898	68.9	417,340	173,869	103	..	16	13.4			
Gulf, Mobile & Ohio		1942	1,959	374,740	466,355	5,229	11,355	66.2	780,541	380,309	109	..	12	9.9			
		1941	1,962	274,159	322,617	1,532	8,711	69.9	532,008	232,705	95	3	9	8.4			
Illinois Central (incl. Yazoo & Miss. Vy.)		1942	6,366	1,857,375	1,873,441	37,611	61,996	59.7	4,585,233	2,137,520	628	..	61	8.9			
		1941	6,501	1,655,153	1,665,072	29,884	49,492	62.4	3,361,262	1,480,735	600	22	79	11.3			
Louisville & Nashville		1942	4,735	1,606,481	1,752,185	45,645	37,110	60.1	2,793,561	1,411,258	433	4	44	9.1			
		1941	4,794	1,364,550	1,461,285	36,314	31,736	60.6	2,259,199	1,080,581	359	40	58	12.7			
Seaboard Air Line*		1942	4,171	984,264	1,088,281	12,141	24,522	64.9	1,692,502	775,366	300	..	23	7.1			
		1941	4,295	824,018	860,857	7,574	19,679	63.0	1,266,932	518,630	265	..	37	12.3			
Southern		1942	6,478	2,116,549	2,162,932	29,206	42,877	64.1	2,923,844	1,324,422	581	..	88	13.2			
		1941	6,469	1,828,499	1,877,720	28,657	39,747	64.1	2,490,139	1,038,538	556	..	108	16.3			
Northwestern Region:																	
Chi. & North Western†		1942	8,098	1,047,230	1,098,471	25,264	30,485	63.1	2,147,472	960,278	374	38	85	17.1			
		1941	8,264	978,696	1,017,787	23,261	30,521	64.0	1,980,202	808,806	334	42	192	33.8			
Chicago Great Western		1942	1,447	299,578	307,114	7,027	8,304	63.3	574,561	242,910	77	..	5	6.1			
		1941	1,447	289,719	294,017	10,231	8,742	65.3	549,315	211,533	73	1	9	10.8			
Chi., Milw., St. P. & Pac.† ..		1942	10,813	1,543,994	1,639,436	78,901	44,769	64.5	3,160,854	1,508,686	508	55	60	9.6			
		1941	10,813	1,424,656	1,485,727	62,244	44,222	63.6	2,928,520	1,264,192	481	75	81	12.7			
Chi., St. P., Minneap. & Om.		1942	1,618	235,419	254,291	12,276	5,620	65.3	390,560	180,765	99	18	14	10.7			
		1941	1,618	238,671	254,201	12,548	5,924	67.5	370,315	155,965	109	11	9	7.0			
Duluth, Missabe & I. R.		1942	545	31,373	31,464	1,989	651	58.8	44,432	24,037	19	12	12	27.9			
		1941	542	34,982	35,030	669	1,026	53.6	80,776	44,694	18	4	26	54.2			
Great Northern		1942	8,029	1,156,610	1,157,382	42,456	39,923	70.9	2,702,625	1,303,388	404	12	72	14.8			
		1941	7,981	1,087,172	1,082,258	34,275	37,268	66.3	2,452,773	1,052,994	342	55	95	19.3			
Minn., St. P. & S. St. M.† ..		1942	4,258	453,248	461,585	6,891	10,572	65.1	718,487	333,600	133	8	4	2.8			
		1941	4,261	451,607													

for the Month of December, 1942, Compared with December, 1941

Region, road, and year	Freight cars on line			Per Cent B. O.	G.t.m. per train-hr. excl. locos. and tenders	G.t.m. per train-mi. excl. locos. and tenders	Net ton-mi. per train-mile	Net ton-mi. per l'd. car-mile	Net ton-mi. per car-day	Car miles per car-day	Net daily ton-mi. per road-mi.	Coal lb. per 1000 g.t.m. inc. loco.	Mi. per loco. per day	
	Home	Foreign	Total											
New England Region:														
Boston & Albany	1942	373	5,009	5,382	0.4	25,778	1,664	704	29.7	688	39.0	10,663	176	92.9
.....	1941	578	4,946	5,524	.6	22,763	1,356	501	21.4	448	31.5	7,062	166	74.4
Boston & Maine	1942	2,921	10,976	13,897	1.8	31,083	2,115	954	30.9	934	47.1	6,823	113	100.5
.....	1941	3,497	10,063	13,560	2.2	29,547	2,110	837	23.0	683	42.9	4,896	101	82.7
N. Y., N. H. & Hart.†	1942	3,664	17,910	21,574	1.3	31,103	2,200	989	28.9	718	37.3	8,302	110	87.4
.....	1941	4,567	17,808	22,375	2.1	29,412	2,068	805	21.2	504	34.1	6,089	108	80.1
Great Lakes Region:														
Delaware & Hudson	1942	5,441	4,653	10,094	2.7	42,532	2,749	1,470	39.8	1,544	59.3	19,190	114	70.1
.....	1941	6,788	4,626	11,414	3.9	39,586	2,475	1,185	32.2	1,091	52.5	14,423	108	59.2
Del., Lack. & Western	1942	7,665	11,057	18,722	2.6	43,340	2,755	1,321	32.4	862	39.5	15,611	123	90.7
.....	1941	8,781	9,745	18,526	3.2	41,588	2,467	1,066	26.3	694	37.8	13,175	129	83.0
Erie	1942	13,294	22,951	36,245	2.2	46,214	2,772	1,256	30.2	1,036	51.6	16,376	106	94.1
.....	1941	13,752	20,899	34,651	2.0	46,814	2,713	1,103	25.1	835	49.5	12,968	100	78.8
Grand Trunk Western	1942	2,499	6,686	9,185	3.0	40,446	2,020	894	29.7	821	42.7	7,422	88	123.2
.....	1941	4,082	6,953	11,035	4.3	36,354	1,886	702	23.5	553	37.5	6,139	91	114.4
Lehigh Valley	1942	9,005	18,090	27,095	1.6	45,324	2,909	1,378	33.9	729	34.9	16,293	122	130.9
.....	1941	8,890	14,385	23,275	1.0	46,921	2,622	1,158	28.5	623	33.0	11,473	121	91.6
New York Central	1942	54,784	88,746	143,530	2.8	38,239	2,586	1,204	34.1	994	48.4	13,335	110	108.7
.....	1941	69,992	73,541	143,533	4.8	38,956	2,363	1,012	29.4	765	43.3	10,359	106	99.6
New York, Chi. & St. L.	1942	4,058	14,390	18,448	1.6	41,863	2,472	1,128	31.9	1,808	90.2	19,586	97	172.9
.....	1941	5,253	10,340	15,593	1.7	40,132	2,170	885	25.8	1,267	75.2	12,258	98	155.4
Pere Marquette	1942	4,375	7,551	11,926	2.2	34,133	2,081	1,001	33.5	1,257	57.3	7,292	100	108.5
.....	1941	7,317	7,002	14,319	2.8	32,534	1,852	756	26.9	678	40.3	4,762	100	89.8
Pitts. & Lake Erie	1942	4,931	7,536	12,467	4.7	45,086	3,535	2,053	51.4	474	15.1	25,517	102	60.2
.....	1941	9,265	7,319	16,584	7.8	43,407	3,350	1,925	48.2	362	11.8	25,895	96	60.7
Wabash	1942	7,994	13,714	21,708	1.0	40,973	2,349	1,057	31.0	1,252	63.7	11,303	122	125.9
.....	1941	9,271	11,355	20,626	.9	41,853	2,062	793	23.6	788	50.7	6,903	117	89.6
Central Eastern Region:														
Baltimore & Ohio	1942	45,245	45,782	91,027	2.2	27,467	2,293	1,085	35.5	919	43.6	13,507	159	100.2
.....	1941	49,919	33,198	83,117	2.2	29,452	2,194	1,001	31.9	771	38.9	10,531	151	84.1
Central of New Jersey†	1942	7,793	18,607	26,400	.8	29,144	2,340	1,191	38.8	408	17.6	15,217	148	103.3
.....	1941	7,630	15,625	23,255	2.0	27,701	2,217	1,076	34.1	298	14.2	10,659	142	83.5
Chicago & Eastern Ill.	1942	2,164	4,772	6,936	3.3	33,893	2,199	1,071	32.6	1,225	55.0	8,529	133	128.3
.....	1941	2,696	2,780	5,476	3.3	31,288	1,758	773	29.1	808	43.2	5,197	133	76.2
Elgin, Joliet & Eastern	1942	8,756	9,492	18,248	2.9	15,432	2,125	1,142	43.7	278	10.2	13,061	160	95.0
.....	1941	8,794	8,890	17,684	2.5	15,090	2,219	1,112	39.7	290	12.4	13,032	134	99.7
Long Island	1942	32	3,781	3,813	.8	5,754	730	307	33.1	86	4.8	919	380	49.3
.....	1941	53	3,601	3,654	.6	5,351	739	287	28.4	74	4.9	697	342	46.6
Pennsylvania System	1942	137,452	113,674	251,126	2.3	30,604	2,558	1,225	34.7	688	32.2	17,207	135	99.4
.....	1941	155,460	92,891	248,351	5.6	35,978	2,598	1,171	31.3	608	31.5	15,174	123	89.8
Reading	1942	17,967	19,006	36,973	3.0	29,272	2,309	1,238	42.3	670	25.7	17,342	134	86.0
.....	1941	19,876	18,537	38,413	6.3	26,809	2,150	1,072	36.8	489	21.5	13,090	142	76.4
Pocahontas Region:														
Chesapeake & Ohio	1942	34,803	11,922	46,725	.7	47,404	3,525	1,947	48.2	1,319	49.7	21,861	90	85.1
.....	1941	44,034	11,046	55,080	.8	50,537	3,589	1,956	45.5	1,026	40.0	19,325	82	75.5
Norfolk & Western	1942	33,732	6,428	40,160	1.2	53,967	3,604	1,945	47.7	1,275	47.0	23,810	104	97.8
.....	1941	41,433	5,941	47,374	.9	56,601	3,600	1,894	43.7	1,021	40.9	20,589	97	87.8
Southern Region:														
Atlantic Coast Line	1942	9,513	19,847	29,360	2.4	27,677	1,756	770	30.4	916	49.5	5,180	114	99.4
.....	1941	11,585	11,419	23,004	4.6	24,223	1,430	548	24.5	667	45.1	2,958	115	90.6
Central of Georgia†	1942	2,567	5,235	7,802	1.2	25,809	1,463	657	30.4	809	41.6	3,822	130	101.0
.....	1941	3,692	5,007	8,699	.4	25,981	1,358	566	25.2	670	38.6	3,146	124	93.2
Gulf, Mobile & Ohio	1942	2,770	6,174	8,944	1.1	37,348	2,098	1,022	33.5	1,323	59.7	6,262	122	129.3
.....	1941	3,354	4,371	7,725	1.6	35,477	1,947	852	26.7	947	50.7	3,826	113	102.6
Illinois Central (incl. Yazoo & Miss. Vv.)	1942	22,592	31,386	53,978	.8	39,020	2,523	1,176	34.5	1,289	62.7	10,831	124	94.7
.....	1941	29,341	21,128	50,469	1.1	33,862	2,075	914	29.9	931	49.8	7,347	129	82.9
Louisville & Nashville	1942	34,263	16,043	50,306	1.6	24,781	1,739	878	38.0	921	40.3	9,614	142	125.5
.....	1941	40,002	12,045	52,047	1.6	25,437	1,659	793	34.0	693	33.6	7,271	137	112.3
Seaboard Air Line*	1942	8,080	18,365	26,445	1.8	26,731	1,768	810	31.6	956	46.6	5,997	129	121.9
.....	1941	9,818	11,771	21,589	1.6	25,725	1,573	644	26.3	764	46.0	3,895	133	103.5
Southern	1942	18,763	30,970	49,733	1.8	22,650	1,402	635	30.9	885	44.7	6,595	156	111.0
.....	1941	19,891	24,936	44,827	3.9	22,985	1,378	575	26.1	743	44.3	5,179	153	97.3
Northwestern Region:														
Chi. & North Western†	1942	24,452	31,731	56,183	3.8	31,701	2,117	947	31.5	581	29.2	3,825	139	79.3
.....	1941	30,645	26,712	57,357	3.9	31,601	2,086	852	26.5	458	27.0	3,157	129	63.6
Chicago Great Western	1942	1,381	3,907	5,288	1.2	34,278	1,923	813	29.3	1,489	80.4	5,415	138	127.6
.....	1941	1,826	3,662	5,488	1.0	35,490	1,899	731	24.2	1,216	77.0	4,716	123	123.7
Chi., Milw., St. P. & Pac.† ..	1942	28,698	24,164	52,862	1.3	32,032	2,062	984	33.7	930	42.8	4,501	134	96.6
.....	1941	37,152	21,373	58,525	1.3	33,547	2,065	891	28.6	698	38.4	3,771	123	85.7
Chi., St. P., Minneap. & Om.	1942	1,588	7,477	9,065	6.7	23,284	1,698	786	32.2	663	31.6	3,604	120	68.7
.....	1941	1,524	6,110	7,634	4.7	21,768	1,569	661	26.3	611	34.4	3,109	122	70.5
Duluth, Missabe & I. R.	1942	14,730	366	15,096	2.7	22,998	1,501	812	36.9	51	2.4	1,423	144	28.9
.....	1941	13,266	353	13,619	2.1	36,029	2,438	1,349	43.6	105	4.5	2,660	90	29.0
Great Northern	1942	26,444	14,262	40,706	1.9	34,868	2,356	1,136	32.6	951	41.1	5,237	116	85.3
.....	1941	28,740	12,239	40,979	2.2	35,133	2,272	975	28.3	788	42.1	4,256	114	78.5
Minn., St. P. & St. M.†	1942	8,351	5,031	13,382	3.1	27,832	1,590	738	3					



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